

Hongkong Daily Press.

ESTABLISHED 1857.

ON SALE.
THE
DIRECTORY & CHRONICLE
FOR 1912.

Complete Edition ... $10.00
Smaller ,, ... 6.00

Order now direct, or from the Agents.
Agents in all the Foreign Settlements throughout the Far East.

No. 16972, 號九十七百九千六萬一第 日二十二月八年子壬 HONGKONG, WEDNESDAY, OCTOBER 2ND, 1912. 三拜禮 號二月十年二十百九千一英港香 PRICE, $3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT,
In Casks 375 lbs. net
In Bags 250 lbs. net
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a804

MITSU BISHI GOSHI KWAISHA.
(MITSU BISHI CO.)
COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, YOSHINOTANI, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA Collieries.
AGENTS FOR KISHIDAKE, SAKITO AND OYUBARI Coals

HEAD OFFICE:—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, OTARU, MURORAN, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI."
Codes: A1, ABC 5th Ed., Western Union
AGENCIES:—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GRABING & Co.
MANILA: Messrs. MACONDRAY & Co.
SINGAPORE: Messrs. BORNEO Co., LTD.
For Particulars, apply to—
Y. SHIBUYA,
Manager.
No. 2, Pedder Street, Hongkong
Hongkong, 2nd August, 1912. [616

SIEN TING
SURGEON DENTIST,
No. 10, D'AGUILAR STREET

TERMS VERY MODERATE
Consultation Free.
Hongkong, 21st September, 1905. [1111

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at $5, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 25th October, 1906. [575

SINGON & CO.
ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET (2nd St. west of Central Market). Telephone No. 515 [54

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	8.00 a.m....Every 15 minutes.
8.00 a.m. to	10.00 a.m....Every 10 minutes.
10.00 a.m. to	11.30 a.m....Every 15 minutes.
11.30 a.m. to	12.45 p.m....Every 15 minutes.
12.45 p.m. to	1.15 p.m....Every 10 minutes.
1.15 p.m. to	1.45 p.m....Every 15 minutes.
1.45 p.m. to	2.15 p.m....Every 10 minutes.
2.15 p.m. to	5.00 p.m....Every 15 minutes.
5.00 p.m. to	8.10 p.m....Every 10 minutes.

NIGHT CARS.

6.45 p.m. and 9.00 p.m., 9.45 to 11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m.	
8.00 a.m. to	10.30 a.m....Every 15 minutes.
10.30 a.m. to	11.00 a.m....Every 10 minutes.
11.45 a.m. to	12.00 Noon....Every 15 minutes.
12.00 Noon to	1.00 p.m....Every 10 minutes.
1.00 p.m. to	5.00 p.m....Every 15 minutes.
5.00 p.m. to	6.00 p.m....Every 10 minutes.
6.00 p.m. to	7.00 p.m....Every 15 minutes.
7.00 p.m. to	8.10 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong 16th June 1911 1154

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama
Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkin's.
DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—
106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,345 square yards, or 15.15 acres.
Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 500 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses. [a706

S.M.R.

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.
(EFFECTIVE FROM MAY 1ST, 1912.)

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining, and First Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "KOBE MARU" and "SAIKIO MARU" (2,877 tons each, and equipped with wireless telegraph) as follows:—

NORTH BOUND.

1st Class Fares					Connecting at Harbin with: State Express for Moscow	Wagon-Lits for Moscow	State Express for St. Pet'g.
$40	Shanghai (Steamer) ...	...Lv.	a.m.			Mon.	Wed.
	Dairen (,,) ...	..Ar.	,,			Wed.	Fri.
Y 14.95	,, (S.M.R. Train)	...Lv.	2.00 p.m.	Sun.		,,	,,
	Mukden (,,)	...Ar.	10.10 ,,	,,		,,	,,
	,, (,,)	...Lv.	10.25 ,,	,,		,,	,,
Y 11.50	Changchun (,,)	...Ar.	4.50 a.m.	Mon.		Thurs.	Sat.
	,, (Russian Train)	...Lv.	* 6.00 ,,	,,		,,	,,
R 9.60	Harbin (,,)	...Ar.	* 1.45 p.m.	,,		,,	,,

SOUTH BOUND.

				Connecting at Harbin with: State Express from St. Pet'g	State Express from Moscow	Wagon-Lits from Moscow
R 9.60	Harbin (Russian Train)	.. Lv.	* 7.20 a.m.	Mon.	Wed.	Fri.
	Changchun (,,)	.. Ar.	* 3.30 p.m.	,,	,,	,,
	,, (S.M.R. Train)	.. Lv.	4.00 ,,	,,	,,	,,
Y 11.50	Mukden (,,)	.. Ar.	11.00 ,,	,,	,,	,,
	,, (,,)	Lv.	2.30 ,,	,,	,,	,,
Y 14.95	Dairen (,,)	.. Ar.	11.20 a.m.	Tues.	Thurs.	Sat.
Y 40.00	,, (Steamer) ...	...Lv.	Noon.		,,	,,
	Shanghai (,,) ...	.. Ar.	a.m.		Sat.	Mon.

* Russian Train Time is 23 minutes faster than S.M.R. Time.
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.

MUKDEN-ANTUNG LINE—Thrice Weekly Express Service between Changchun and Seoul, changing only at Mukden, establishing direct link between the Trans-Siberian Express Service and the Chosen (Korean) Express Service, reducing the journey between Manchuria and Japan by nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and Tokio by rail with the exception of the short passage between Fusan and Shimonoseki.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Changchun and Hoshigaura (the finest seaside resort in North China), all under the Company's management, and run on modern European lines.

TICKET AGENCIES — The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co.; Messrs. Thos. Cook & Son; and Reisebureau der Hamburg-Amerika Linie; the Nor-disk Resebureau; and the Nippon Yusen Kaisha, Shanghai, from whom all information, timetables, pictorial guide-books, etc., can be obtained free, or direct from
NIPPON YUSEN KAISHA, Agents.
For Passage, apply to—FACIN, ACKERMANN & Co, Booking Agents, Shanghai.

FUSHUN COAL
THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Newchwang, Port Arthur, and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.
MINING DEPARTMENT,
SOUTH MANCHURIA RAILWAY CO.,
Agents: MITSUI & Co., Shanghai. [257

DOW'S 1908.
THIS FINE VINTAGE PORT
WILL BE BOTTLED OFF
THIS MONTH.
IN PERFECT CONDITION FOR IMMEDIATE CONSUMPTION.
SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
THE OLDEST WINE AND SPIRIT MERCHANTS IN THE FAR EAST.
ESTABLISHED 1864. [a26

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contraflo Condenser, Stone's Tubes, Bronze, and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI

		Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1	510 ft.	77 ft.	25 ft.
	No. 2	350 ft.	53 ft.	24 ft.
	No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

	Floating Docks. No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
,, Breadth ,, ,, ,,	56 ,,	66 ,,
,, Draft ,, ,, ,,	22 ,,	26 ,,

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Sheerlegs, capable of lifting 40 ton weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION. [a819

P. & O. Steam. Navigation Co.

HOMEWARD PASSENGER SEASON 1913.

S.S. "INDIA" (8,000 TONS).
CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 29TH, 1913, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT:—

MARSEILLES - - - - APRIL 26TH.
LONDON - - - - - MAY 3RD.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON:—
1ST SALOON £71.10 SINGLE; £106.14 RETURN.
2ND ,, £48.8 ,, £ 72.12 ,,
For Further Particulars, apply to
H. W. D. SHALLARD,
a1034] ACTING SUPERINTENDENT

TRADE MARK
The GOLD MEDAL for Quality in the Franco-British Exhibition was awarded to
"WHITE HORSE" WHISKY.
To HIS MAJESTY THE KING, By Royal Appointment.
MACKIE & CO. DISTILLERS LTD.
LAGAVULIN DISTILLERY, ISLAY. Estab. 1742.
OBTAINABLE AT ALL STORES OR FROM THE SOLE AGENTS:
PRICE $20 per doz. including duty.
LANE, CRAWFORD & CO.
NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky will be refused supplies. [a1004

KELLY & WALSH, LTD.

NEW BOOKS.

The Romance of Sandro Botticelli, A. J. Anderson	6.00
Ballads of Burma, "Oolay"	3.25
The Poet's Chantry, K. Bregy. (Essays on the Poets)	2.75
The Strangling of Persia, Morgan Shuster	9.50
With Gun and Guide in New Brunswick and N.B. Columbia, T. Martindale...	8.00
With the Italians in Tripoli, T. Irace ...	8.00
Our Cavalry, Major Genl. Rimington ...	4.00
An Artist's Reminiscences, Walter Crane	2.75
The Standard of Value (Currency Questions), Sir David Barbour	4.50
China Jim (Life of an Indian Mutiny Veteran), Maj. Genl. Harris	2.75

TECHNOLOGY.

Notes on Foundry Practice, J. J. Morgan	2.00
Marcon is Wireless Map of the World ...	2.25
Elementary Principles of Economics, Prof. Irving Fisher	6.75
Electric Lighting and Miscellaneous Application of Electricity, W. T. Franklin	8.00
The Modern Chess Problem, Williams ...	2.75
Wide Range Dividend and Interest Calculator, A. Stevens	4.50
International Law, War and Neutrality, Oppenheim	17.00
The Problem of Empire Governance, C. Stuart-Linton	2.75
Electricity and Magnetism, S. G. Starling	6.00
Intermediate Physics, W. Watson ...	4.50
Introduction to Experimental Education, Rusk	3.50

FRENCH.

Le Tibet Revolte, J. Bacot	7.50
Une Colonie Modele La Birmanie, Dautremer	3.50
L'Obus de Christal, D'Ivoi	2.00
La Princesse ennuye, Meunier	2.00
Rosetto ou L'Amoureuse Conspiration, Funck-Brentano et Lorde	2.00
Jean D'Agreve, Vogue	80
Robinsons de L'Air, Danrit	70
D'Affaire Blaireau, Allais...	70
Guillerei-Guillore, Foley	70

COLONIAL LIBRARY.

$1.75 each, 3 for $5.00.

Maids in a Market Garden, Clo., Graves (Richard Dehan).
The Oakum Pickers, L. S. Gibson.
The Mystery Queen, Fergus Hume.
The Queen's Peril, Mr. and Mrs. Hugh Fraser.
The Serpent's Tooth, B. M. Croker.
The House of Fortune, Max Pemberton.
Wounds of the World, Mark Pearse and Scott-King. (Sweating, unemployment, and the housing problem.)
The Storm Dog, Lilian Arnold.
The Blue Birdseye, George Edgar. (A Brilliant first Novel).
The Turnstiles, A. E. W. Mason.
Alexander's Bridges, W. S. Cutner. (An "Engineering" Novel.)
From the Angle of Seventeen, Eden Philpotts.
[a24

HOTELS

HONGKONG HOTEL

Recently Refurnished and Redecorated
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe
Bedrooms with European Bath and Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
a28] J. H. TAGGART, Manager.

KING EDWARD HOTEL.

A FIRST CLASS HOTEL.
Central Position for Tram and Ferry.

Electric Lifts.
Electric Fans.
Hot and Cold Water.
Latest Improvements.
Reasonable Rates.
TELEPHONE No. 373.
H. HAYNES,
Manager
Hongkong, 2nd August, 1912. [a157

GRAND HOTEL
QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans. Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to
FREDERICK REICHMANN,
Proprietor
(late Manager of J. H. LYONS (Trocadero leading Caterers in London, and GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT," Hongkong.
Hongkong, 1st September, 1910. [a39

"BRAESIDE."
PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort Fine View of the Harbour.
Telephone, No. 690.
Apply to— MRS. F. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a37

VICTORIA HOTEL
SHAMEEN—CANTON.
Telegraphic address—"VICTORIA, SHAMEEN."
SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL
MACAO
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRAYA GRANDE
Both Hotels electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given to Tourists.
REASONABLE RATES.
WM. FARMER
1053] Proprietor.

IF YOU WANT PEACE AND COMFORT GO TO
ROYAL GEORGE HOTEL.
ELGIN ROAD, KOWLOON.

A FIRST CLASS FAMILY RESIDENTIAL and TOURIST HOTEL, free from traffic noises, Renovated and Excellently Furnished.
Bath Room with Shower to every Room, Electric Light throughout and Electric Fans to order for every Room. 5 minutes' walk from Ferry Wharf and Kowloon-Canton Railway Station.

Terms.	per day.	per month.
Single Person	$3.50 to $5	$65 to $95.
Married Couples	$5 to $8	$110 to $160.

M. J. NATHAN,
Manager.
Kowloon, 12th September, 1912. [a536

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [a6

TIMATION

WATSON'S

E

VERY OLD

LIQUEUR

SCOTCH

WHISKY

BLEND OF THE FINEST PURE

MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S "E" has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. WATSON & CO., LTD.,

ALEXANDRA BUILDINGS.

23

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS *should be sent before* 11 *a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.*

Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Lieber.
P. O. Box., 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 2ND, 1912.

A POINT that may have occurred to many who have studied statistics of China's trade is that, in view of the fact that she is almost exclusively an agricultural country, her exports of agricultural produce do not attain the vast predominance that might be expected. They constitute as a class, it is true, the staple exports of China, but, even so, they do not show the rate of increase that might be anticipated with growing trade, and in the case of the one article in which there has been great progress—we allude to the beans of Manchuria—the increase is due not to the adoption of improved modes of cultivation or to the use of modernized methods of business or transport, but to an extraordinary demand from foreign countries, a demand which originated, moreover, not from the enterprise and advertisement of the Chinese growers and dealers, but from the despatch to England of a trial consignment by Japanese. China accordingly cannot claim the least credit for the huge strides this new staple has made; if we look on the other side of the picture, we see in the decline and decay of the tea trade an apt commentary on the alleged business shrewdness of the Chinese. Face to face with a rapidly advancing cultivation in India and Ceylon, the growers of Pekoe and Congou, and the dealers at Kiukiang and Foochow, made no attempt to adapt themselves to the new situation or to meet the new taste that was arising in Europe. Consequently, in spite of the efforts of English importers, and the recommendations of doctors, China's export of tea is steadily declining, while that from India goes rapidly ahead. Farmers are, of course, proverbially conservative, while the same adjective has been applied to the Chinese race more than once before, so it is only natural that utter stagnation should be the condition of agriculture in the territories of the Republic. There is one point, too, that must be remembered in favour of the Chinese husbandman—he is hampered alike by the inaction and by the action of his Government. For the want of a proper conservancy system, or of enforcing such system as may be in existence, large tracts of country are swamped every year, while in many cases the disaster can be directly traced to malversation by the local officials of the funds earmarked for the repair of the dykes. Last year the British Minister at Peking had to report that fully one-half of the Empire was threatened with a partial failure of crops, and, though no one can charge the Government with default in connection with the weather (did not the EMPEROR pray for rain when the drought was prolonged, and did not the local officials ordain a fast when fine weather was urgently needed?), they have failed lamentably in everything that could alleviate the bad effects of inclement or unfavourable weather. This in itself was enough to deter anyone from indulging in expensive methods of farming, but the absolute prohibition of the export of China's main crop, rice, and the hindrances raised by the provincial authorities when it is desirable to sell it in another province, constitute a positive obstacle to agriculture. What we want, however, to draw special attention to is the great possibilities for improvement and for an increased export trade that are being neglected in China, and to the vast field (if the metaphor may be permitted) that awaits the energy of the Board of Agriculture and Forestry. The Opium Regulations of the Manchus provided that "besides the cultivation of grain in lieu of opium, the cultivation of other commodities, such as tea, mulberry, wood-oil, varnish, etc., shall be encouraged, so as to make up the loss in their income." A few year ago, experimental farms were set up in many places, ostensibly with this object in view, but they did no real good. Large sums of money were spent on purchasing considerable quantities of seeds from Europe and the United States; these were sown successively for two or three years; but as a general rule Chinese methods of cultivation were followed all the time, with the result that with the lapse of time the crops deteriorated to the common standard of the district. One thing is certain—with the exception of the increased cultivation of beans, there were no important developments in Chinese farming to make up for the loss of income due to the prohibition of poppy growing, nor were any new methods of agriculture or of succession of crops adopted. The more patent possibilities underlying the development of mining or of railways have led to the overlooking of the room there is for improvement in Chinese agriculture and of the great capabilities it presents. To name only a few products, there is no reason why the exports of sugar, tobacco, wheat, and cotton should not be doubled in value with the use of improved stocks and improved cultivation, and this, too, with what would be, comparatively, a negligible expense, if only the farmer could be got out of his rut. Afforestation, too, would open up a new source of wealth to China, and in the New Territory and at Tsingtao she has examples of what can be done, but it is to be feared she has not the police who might save the young trees growing on waste hillsides from being cut down for firewood. The Board of Agriculture and Forestry may find considerable difficulty in living up to the latter portion of its title, but there is no reason why it should not do service to its land by attempting to justify the former.

Three cases of enteric fever were the only cases of communicable disease reported in the Colony last week.

The body of the sepoy murdered at the camp at Sha Kong Mui on Saturday night was removed to Kowloon on Monday.

Army Orders issued at Simla on the 5th ult. announced that Major Samborne-Palmer, 13th Rajputs, is transferred to the 8th Rajputs.

A Chinese was sent to hospital on Monday suffering from injuries to his head caused by falling off a pony at No. 1 Police Station.

A slight but not unimportant error crept into our report of Mr. Maitland's speech at the Hongkong Cricket Club meeting. The sentence affected should read, "while the Army and Navy could come in *without* entrance fee at six dollars a month."

M. Conty, the new French Minister, with his wife, children, and suite and also the 3rd Secretary of the Legation have arrived in Peking.

In the course of the hearing of a kidnapping case at the Magistracy yesterday it was mentioned that 150 children had been abducted from Shanghai and brought to Hongkong during the past few months.

Work commences this week on a new sugar estate at Calaba, Laguna, Philippine Islands. Development and construction work is estimated to cost P.2,000,000. A sugar mill with a daily capacity of 1,200 tons of cane, capable of expansion to 2,400 tons, is expected to be ready for operation by December 1st, 1914.

We learn on good authority that the release of the two murderers from gaol, mentioned recently in the *Daily Press*, was not connected with the overcrowding of the gaol. It is to be regretted that in cases of this kind information is not officially communicated to the Press, as is done in other Colonies we could name.

A Manila paper states that both Captain Crossby and Captain Smith, commanders of the steamships *Zafiro* and *Rubi* respectively, have resigned in protest against a new regulation made by the Philippines Steamship Co., but as yet have received no notice of their resignations having been accepted by the company.

What is known as "flying the white pigeon" had apparently been successfully carried on for some time by several women in the Colony, at least this was indicated by the fact that three women charged with kidnapping a girl showed that the girl had passed through several hands. The matter was not very easy to unravel, and the police withdrew the charge.

A Chinese employed at the Kowloon Godowns was observed leaving with something concealed under his jacket. He was stopped and examination disclosed that it was a singlet. Inquiries were instituted, and it was discovered that a case containing singlets had been opened, and eight stolen. The defendant was brought before the Magistrate yesterday and sentenced to three months' imprisonment and four hours in the stocks.

At the Magistracy yesterday nine men employed on the str. *Manchuria* were charged before Mr. Melbourne with exporting 700 taels of opium. The evidence for the prosecution was that Revenue Officer Wilden discovered the opium in a sampan alongside the steamer yesterday morning, and the defendants, who were employed on the *Manchuria*, were found on the sampan. His worship, after hearing the evidence, imposed a fine of $500 upon the first defendant, who claimed the opium as his, the others being discharged.

Three women, one a Hakka and two Puntis, appeared at the Magistracy yesterday charged by L.-Sergt. Wills with detaining and harbouring two Shanghai boys. The party was seen at the Kowloon Railway Station on Sunday night, and suspicion was aroused by the fact that the boys were apparently unable to understand the dialect which the women were speaking. Inquiries proved that the boys had been kidnapped from Shanghai and taken to West Point, where they were sold for $90. The case was remanded, bail being refused.

The MacWatters Quartette will arrive on Friday or Saturday from Canton and Macao, where they are now singing, and will give an entertainment on Tuesday, October 8th, in the Theatre Royal, Hongkong. This is to be for one night only. A delightful evening is promised and a full house expected. The young men have been singing on the steamer on the way across the Pacific and have made many friends. They were warmly received in Honolulu and have been very much appreciated in Japan and in North China. Seats are on sale at Moutrie's at the usual prices, and those who have heard the Quartette say it is a very excellent entertainment.

THE RIGHT USE OF FORCE.

A Chinese who entered a house in Queen's Road East on Monday night, with a felonious intent, was knocked down by the inmates, and when he appeared before Mr. Irving at the Magistracy yesterday morning it was seen that he had a black eye.

His Worship remarked that the man appeared to have been roughly handled.

Inspector Dymond replied that if the man struggled he was liable to get that and perhaps more.

His Worship—Quite so.

Inspector Dymond—Force must be used at times and one is entitled to use it if people enter one's house without permission.

Defendant, who had been accompanied by four men who remained outside the house and who ran off when he was captured, was dismissed.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN UNREST.

UNEASY SITUATION.

WAR PREPARATIONS.

LONDON, October 1st.

Reuter's correspondent at Sofia telegraphs that it is officially stated that in view of the reports of the concentration of considerable Turkish forces at Adrianople and on the frontier Bulgaria has been compelled to issue mobilisation orders to meet eventualities.

The *Daily Mail* correspondent at Sofia telegraphs that the dismissal of the reservists has been postponed until the 14th instant, and the cavalry is at present entraining for the frontier amid the cheers of the populace.

SERVIA ALSO MOBILISING.

Reuter's Belgrade correspondent telegraphs that the general mobilisation order will be signed by the Skupsitna at an extraordinary session to be held on the 3rd instant.

TROUBLE AT SAMOS.

A message from Constantinople states that the British and French naval commanders at Samos have arranged with the insurgents a truce for five days in which to discuss the situation.

TURKEY'S APOLOGY TO GREECE.

Reuter's correspondent at Athens wires that the Porte has expressed regret for the firing on a Greek steamer by Turks and has promised that the guilty shall be punished after investigation.

LATER.

GREECE MOBILISING.

Reuter's correspondent at Athens telegraphs that in pursuance of the agreement with the Balkan States the mobilisation of the Greek forces was ordered yesterday on the ground that Turkey may seek an issue from her domestic differences against her neighbour.

All vessels flying the Greek flag have been recalled from Turkish waters.

TURKEY'S FIRM ATTITUDE.

A message from Constantinople states that the Porte is insisting upon a Servian declaration of amity. The Servian Minister presented an ultimatum demanding the passage of the detained war material or the return of the same to Fran within forty-eight hours.

A HOPEFUL VIEW.

Reuter's correspondent at Vienna wires that Count Berchtold, questioned with reference to the Balkans and the mobilisations, said there was a weighty decision to be taken between ordering mobilisation and the beginning of hostilities. The Powers were striving to maintain peace.

Count Berchtold's statement is regarded as reassuring.

A DENIAL.

A message from Constantipole states that the Foreign Minister declares that no ultimatum was received from Bulgaria or from Servia and Bulgaria jointly. The mobilisations in the Balkans were quite unexpected.

GLOOMY OUTLOOK.

The newspapers take a gloomy view of the situation and say that only the immediate intervention of the Powers, especially Austria and Russia to secure Macedonian autonomy, while saving the face of Turkey, will prevent an outbreak.

SERVIAN WAR PREPARATIONS.

A message from Belgrade reports that war preparations are proceeding with feverish haste. The police have prohibited reports of military movements.

It is reported that the Servian Minister has already left Constantinople.

THE POLISH MOBILISATION.

LONDON, October 1st.

It is semi-officially stated in St. Petersburg that the mobilisation of Army Corps in Poland is confined to the two Vistula Governments. It was arranged last spring purely as a test. No horses are mobilised.

M. SAZONOFF.

LONDON, October 1st.

M. Sazonoff had conferences with the Italian and Turkish Ambassadors and the Servian Charge d'Affaires.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ULSTER DAY.

PITCHED BATTLE IN TYRONE.

LONDON, October 1st.

The Ulster Day celebrations at Moy, County Tyrone, culminated in a pitched battle in the dark. Stones, bottles and revolvers were used. The small force of police was powerless and retired, but soldiers from the barracks eventually cleared the streets at the point of the bayonet.

ULSTER "PATRIOTISM."

A placard posted in Belfast yesterday declared "We will not have Home Rule. If England does not help Germany will."

GOVERNMENT'S ATTITUDE.

Sir Edward Carson and Mr. F. E. Smith, K.C., addressed an assembly of 100,000 people in Shiel Park, Liverpool, on their return from Belfast.

Mr. Smith said he had received promises from Liverpool shipowners of three ships to take 10,000 men to Belfast.

Mr. Gulland, the Liberal Whip, speaking at Dumfries, said he had been asked to urge the Government to prosecute Sir Edward Carson, Mr. Smith and others for preaching treason. He believed the Government was only staying its hand to avoid creating riots thinking it better to treat them with contempt.

HOME RULE PROSPECTS.

LONDON, October 1st.

A message from New York states that Mr. William Redmond had a rousing reception at a Home Rule meeting in the Carnegie Hall. He asserted repeatedly that if the Government remained in office King George would sign the Bill.

The meeting passed a resolution congratulating the Nationalists on the position of the Irish cause.

The collection realised $20,000.

LATER.

Sir Rufus Isaes, speaking at Reading, said the performances at Ulster would not turn the Government a hair's breadth from their intention of carrying Home Rule. He predicted that the Bill would be read a third time before the end of the year.

LAND REFORM.

LONDON, October 1st.

Messrs Hemerde and Leight, M.P.'s, have just returned from a merry week-end party, where the land question was discussed. They declare that Mr. Lloyd George, who was among the party, meant business.

EXCHEQUER RETURNS.

LONDON, October 1st.

The Exchequer returns show that the revenue for the half year amount to £75,544,825, an increase of £2,516,104.

THE HERO OF KANDAHAR.

LORD ROBERTS CELEBRATES HIS 80TH BIRTHDAY.

LONDON, October 1st.

Lord Roberts received universal congratulations on Monday on the anniversary of his birthday.

A deputation of sergeants from every battery in Aldershot paid a surprise visit to his Lordship and presented him with an address from all the artillery.

The newspapers give prominence to Lord Roberts 80th birthday, warmly recalling his eminent services.

OBITUARY.

LONDON, October 1st.

Archdeacon Colley, after attending a meeting of the Church Union at Middlesborough, suddenly expired.

[Archdeacon Colley had become notorious of late years for his belief in spiritualistic manifestations.]

The death is announced of the Rev. Augustus Orlebar, the original Tom Brown in "Tom Brown's Schooldays."

Sir Herbert Ellis, Hon. Physician to the King, who was Inspector General of Hospitals and Fleets in 1904, is dead. He was one of the survivors of the *Victoria* disaster.

SCULLING CHAMPIONSHIP.

LONDON, October 1st.

Barry and Durnan signed articles on the 24th ult. for a sculling race.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE CHINESE LOAN.

UNDERWRITERS TAKE 60 PER CENT.

LONDON, October 1st.

The total subscriptions on the first instalment of the £5,000,000 of the Chinese Loan amount to £6,987,000, including the applications of the underwriters, who take sixty per cent.

LATER.

The Chinese Loan is quoted at ½ per cent. discount.

REPORTED GERMAN LOAN.

Reuter's correspondent at Hamburg telegraphs that the bankers Herren George and Westendorff have been commissioned by China to float a loan of £2,000,000 in Germany secured on railways and mines. It is stated that this forms part of Mr. Crisp's £10,000,000 issue, but Mr. Crisp says he is ignorant of the matter. Anyhow, it is no part of his issue.

LATER.

A DENIAL.

A telegram from Berlin states that the Chinese Legation and official circles know nothing of the Hamburg loan.

HEAVY GALES AT HOME.

LONDON, October 1st.

A succession of gales in the Atlantic Ocean has reached the coats of the United Kingdom, causing hevy damage and many wrecks.

HONGKONG HOCKEY CLUB.

The annual meeting of members of the Hongkong Hockey Club was held last evening at Hongkong Cricket Pavilion, Mr. J. Barton presiding over a small attendance.

The statement of accounts presented showed that the expenditure exceeded the income by $73.25, this amount including a debit balance of $13.85 brought forward from last season. The deficit was stated to be due to the fact that only nine members had paid their club subscription for the past season. An endeavour will be made to collect the subscriptions in arrear.

The following officers were elected for the ensuing season: Captain, Mr. L. G. Bird; vice-captain Mr. T. J. Fisher; secretary, Mr. R. Miskin; treasurer, Mr. R. Jeffries; committee, Messrs. Bird, Fisher, C. C. Hickling, Jeffries, Miskin, and A. N. Joseland.

The acting secretary stated that he had applied to the Government for the use of the Happy Valley ground on Tuesdays, Thursdays and Fridays and had received a reply to the effect that the matter of allocation of the grounds had not yet been before the Recreation Ground Committee, but the club would be advised as soon as they had met.

Several new members were elected, and the meeting closed with a vote of thanks to the President, Mr. Barton.

THE HOCKEY CHALLENGE CUP.

The report and financial statement of the tournament was presented to the meeting. Twelve clubs took part in the competition. Their subscriptions totalled $120 and the expenses $34.25. Including a balance of $37.64 carried forward the sum of $123.39 was in hand at the close of the season.

SECRET POLICE SIGNALS.

An interesting point was ventilated at the Marine Court yesterday, when Captain C. Le Chevalier, master of the steamer *Charles Hardoun*, appeared before Commander Beckwith, R.N. charged with unlawfully refusing to stop his vessel when called upon to do so by an officer of the Water Police at 10.20 p.m. on September 25th in the waters of the Colony.

Defendant pleaded not guilty and stated that he was unaware that the police launch signal to stop was four whistles, and further that as it was night he thought it undesirable to stop unless certain of the reason he was asked to do so, and of the identity of the launch.

His Worship said he accepted the explanation, and dismissed the case, adding that in future a certain private signal, arranged by him, would be given the police. Masters would be informed of it from time to time. The signal would be kept confidential.

AN AMERICAN LOAN TO CANTON.

The Cantonese are reported in Northern papers to be rejoicing because an American group of bankers have granted a loan of five million dollars on favourable terms. The Government fears the opposition of the Sextuple group to the loan and therefore refuses to give any details. We learn from other sources that the lenders are bankers of the Western States of America who have been in conference on the subject at Los Angeles.

CORRESPONDENCE.

WHERE ARE THE SCOTS?

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, September 30th.

SIR,—I think Scotsmen in Hongkong ought to be grateful to your contributor "Roderick Random" for having called attention to the incorrect use of the word "Englishmen" by His Excellency the Governor.

Might I suggest that as the Scottish Societies at Home have done good work by calling attention to the wrongful use of the words "England" and "Englishmen" when Britain and Britons were intended, that the St. Andrew's Society of Hongkong make similar representations on the subject to offenders in Hongkong.—Yours, etc.,

BRITON.

HONGKONG LEGISLATIVE COUNCIL.

A meeting is called for Thursday.

Hon. Mr. H. E. Pollock, K.C., has given notice of the following motion:—

That this Council has read with pleasure the statement of the Postmaster-General, made in the House of Commons, on the 7th of August, 1912, to the effect that it is the intention of the British Government to erect, at its own cost, a £60,000 Wireless Telegraph Station in Hongkong and that such Station is to be used for the transmission of commercial cables, but that this Council regrets to learn from the statement that the erection of such a Station is to be postponed till a later date, and that this Council begs to most respectfully urge upon the British Government the desirability of such a Station being erected in Hongkong at the same time as the Singapore Station.

QUESTIONS.

The Hon. Mr. Pollock has also given notice of his intention to ask the following questions:—

1. How many cases of larcenies in dwelling-houses have been reported to the Police between the 1st June and the 31st August this year and from what districts; in how many cases have arrests been made and how many convictions have been obtained; in how many instances has the property stolen been recovered; what is the total estimated value of the property lost; and how do the facts compare with last year's records of larcenies in dwelling-houses during the same period?

2. With reference to the man who entered Beaconsfield Arcade at night and who subsequently escaped from the Government Civil Hospital, will the Government state whether the man, at the time of his escape, was in charge of any, and, if so, what Constable, such Constable received any, and, if so, what punishment in respect of the escape of his prisoner? If not, why not? Will the Government also state whether, at the time of his admittance to the Hospital, the man had on handcuffs and/or other fetters, and, if so, whether such handcuffs or other fetters were either removed or loosened prior to his escape, and, if so, by whose orders? What complaint was the man suffering from when admitted into Hospital? What information has the Government to lay before the Council as to the method in which the man succeeded in making his escape?

3. What steps, if any, are taken by any and what Government Department, and how often, for testing the efficiency of the brakes on trucks, trollies and handcarts?

The orders of the day are:—

First reading of a Bill entitled, "An Ordinance to amend the Law relating to Criminal Sessions."

First reading of a Bill entitled, "An Ordinance to consolidate and amend the law with respect to vehicles and traffic."

First reading of a Bill entitled, "An Ordinance to amend the Merchant Shipping Ordinance, 1899."

First reading of a Bill entitled, "An Ordinance to authorize the appropriation of a further supplementary sum of twenty-eight thousand six hundred dollars and forty-five cents, to defray the charges of the year 1911."

First reading of a Bill entitled, "An Ordinance to apply a sum not exceeding seven million one hundred and sixteen thousand four hundred and fifty-four dollars to the Public Service of the year 1913."

First reading of a Bill entitled, "An Ordinance to make provision for the appointment of and to define the powers of the Crown Solicitors and Assistant Crown Solicitors of the Colony."*

Second reading of the Bill entitled, "An Ordinance to amend the Larceny Ordinance, 1865."

Second reading of the Bill entitled, "An Ordinance for the further relief of Innkeepers."

Second reading of the Bill entitled, "An Ordinance further to amend the Magistrates Ordinance, 1890."

Second reading of the Bill entitled, "An Ordinance further to amend the Liquors Consolidation Ordinance, 1911."

Second reading of the Bill entitled, "An Ordinance to amend the Post Office Ordinance, 1900."

Second reading of the Bill entitled, "An Ordinance for effecting the final revision and amendment of the Ordinances of the Colony from 1844 to 1912 inclusive before incorporating them in the New Revised Edition of the Laws of the Colony."*

Second reading of the Bill entitled, "An Ordinance to amend and consolidate the Law relating to "Chinese Passenger Ships" as defined by the Chinese Passengers Act, 1855, and concerning Asiatic Emigrants generally."*

Second reading of the Bill entitled, "An Ordinance to amend the Tramway Ordinance, 1902."*

*Will not be proceeded with at this meeting.

HAMBURG LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

HAMBURG, September 5th.

COAL AND MINERALS.

The annual report of the Bergbau Verein (Mining Association) in Essen estimates the total output of coal in the whole world at 1,170 million tons in the year under review, 1911), of which 38½ per cent. were raised in the United States, 23½ per cent. in Great Britain, and 20 per cent. in Germany. The production of coke in 1910 (the figures for 1911 not being available as yet) amounted to 97 million tons, viz., 37.8 millions in the United States, 23.6 in Germany and 19.6 in Great Britain.

The production of coal in this country reached 160¾ million tons against 152.8 in the previous year (94 per cent. of which in the Kingdom of Prussia alone), but although the aggregate value is naturally greater, 1,573 million Marks against 1,527 millions in 1910, the average price per ton shows a slight falling off, being M9.78 against M9.99. The Ruhr Valley yielded about 62 per cent. of the output of all the Prussian coalfields, those in Upper Silesia figuring for 24.19, those in Lower Silesia for 3.73 and those in the Saar districts for 7.58 per cent.

The output of lignite in Germany rose from 69¼ million tons of the value of 178.6 million Marks to 73¾ millions worth 183.4 millions, the average value per ton having, however, declined from M2.57 to M2.49. The consumption of coal in the three leading States compares as follows: In the United States 432½ million tons or 4.78 tons per head of the population, in Great Britain 187½ millions or 4.14 tons per head and in Germany 217¼ millions (including lignite) or 3.32 tons.

The total value of mining products during the year in Germany amounted to 2,084 million Marks as compared with 2,009 millions in 1910, viz., coal 1,573 millions, lignite 183.4, iron-ore 115 millions, the balance being made up by silver, lead, spelter, etc. The number of persons employed in the mining industries was 810,832 against 803,969.

Of iron-ore the United States produced 42½ million tons, Germany 30 millions, Great Britain 15½, France 16¼, and Spain 10 millions, or about 82 per cent. of the production of the entire world. The quantity of pig-iron turned out is States, 15½ in Germany and 10 millions in Great Britain, whilst the figures for steel manufactured in those three countries is given as 24 millions, 15 and 6½ millions respectively.

THE DEARNESS OF FOOD.

The advance in the prices of butcher's meat which has now been going on for some years still continues and has reached a point that appears to call for the intervention of the Government. The mean price of mutton in fifty towns in Germany has risen from 168 Pf per kilo (say, 9d. per lb. in July, 1909, to 196 (10¾d.) last month, veal from 173 (9½d.) to 199 (10¾d.) and beef from 155 (8½d.) to 189 (10d.). Pork, which from 1910 to 1911 had declined from 162 (8¾d.) to 146 (7¾d.), now stands once more at 174 (9½d.). The Berlin Chamber of Commerce has therefore decided to address the Imperial Government on the subject and to recommend the lowering, if only temporarily, of the import duties on meat (fresh and tinned) and cattle, the relaxing of the stringency of examination of meat and cattle, as far as sanitary considerations will permit, and a reduction in the import duties of feeding stuffs. At the suggestion of the Town Council of Magdeburg the matter will be brought up for discussion at the meeting of delegates from the various municipalities of the country to be held in Düsseldorf next month in order to lend support to the contemplated steps of the Berlin Chamber. Whether the dearness of meat and the altered prospects of the cereal and other crops in consequence of the unseasonable weather during the month of August will ultimately affect trade and check the present activity, it is still too early to say; so far all industries seem to be fully engaged, although fresh orders are said to be coming in more sparingly; the stock markets remain very firm, shipping shares still pursuing their upward course.

SILK IN TURKEY.

The report of the German Consul-General at Constantinople on the production of silk in Turkey during the season 1911-12, dated August 5th, states that there is a shortage compared with the previous one varying from 30 to 60 per cent. in the different districts. In Lefke, for instance, only 16,000 fresh cocoons have been brought to market against 30,000 to 40,000 last year, in Kuplu 55,000 against 160,000 to 170,000 ks. and in Biledjet 120,000 against 385,000 ks., whilst the total arrivals in Brussa do not exceed a million kilos compared with 1,700,000 last year. In consequence of the inadequate supply of cocoons about 30 to 40 per cent. of the spinning mills are likely to remain closed this season and the others are expected to shut down before the end of the year.

THE SUGAR CONVENTION.

With regard to the Brussels Sugar Convention matters have become more complicated by Italy having notified her intention of withdrawing from it at its expiration next August. A conference will probably be convened later on in order to arrive at a definite settlement.

THE COTTON CROP.

The monthly report of the Agricultural Bureau in Washington, published the day before yesterday, giving as its estimate of the stand of the cotton crop at the end of August 74.6 against 76.4 in July, has come as a surprise to most people, as a slight improvement, if any change at all, was looked for. It has given a fresh impetus to the markets, leading scared bears to cover in hurriedly, and prices have in consequence advanced quite a farthing per lb. both in Liverpool and New York, but whether it will cause the trade to buy more liberally remains to be seen. Taking it all together 6d. per lb. for middling would appear a reasonable price even with a large crop.

THE PANAMA CANAL.

The passing of the Panama Canal Bill by Congress and its ratification by Mr. Taft are much commented upon here and are considered generally in the Press and by the public as a distinct breach of the Hay-Pauncefote Treaty. Surprise is expressed that the British Government should not have presented a more emphatic protest in Washington and that its demand to submit the matter to arbitration at The Hague should, if the papers are to be believed, lack determination. It is reported that no reply by the American Government is to be expected before Mr. Knox's return from Japan. If it be a refusal, as is feared by many, it will rudely shake people's faith in arbitration treaties, which both Mr. Taft and Mr. Roosevelt have so strongly advocated hitherto.

DOCK'S 21,000-TON LIFT.

BATTLESHIP RAISED IN SEVEN HOURS.

Complete success attended the Admiralty test of the Medway floating dock at Sheerness on September 4th. It was a matter of Titanic force overcoming giant bulk.

The battleship *St. Vincent*, which was selected for the test, does not represent the full lifting capacity of the dock, for, with war stores on board and a full complement of crew, the *St. Vincent* displaces only 21,000 tons, and the dock is equal to raising 32,000 tons.

With her colours flying at bow and stern, and fully equipped as for war, the ship where the dock was moored. Moderate clear run of water between its 60 feet walls. And then—with four Government tugs to steady her into position—the vessel slid over the submerged structure, of which only the cranes and funnels were visible.

As soon as the great ship had been warped into the middle the pumps, deep down in the walls below water, were set working. It was not long before the *St. Vincent* began to rise steadily. Gradually the vivid red of her hull showed through the water, and immediately a small army of shipwrights and riggers from Chatham got to work with wedge and mallet, fixing the first line of timber shores to hold the ship upright.

After five hours' pumping the *St. Vincent* had been raised 15 feet; and in seven hours the great lift had been accomplished and the ship sat fair and square on the blocks without deviating an inch either way. Her length of five hundred feet was somewhat dwarfed by the greater length of the dock, which is built to take ships two hundred feet longer.

In all three rows of shores were fixed along either side of the ship, which has an extreme width of 84 feet, and it was observed that the dock allows for a further expansion of beam in ships of the Dreadnought class, which have already outgrown the capacity of most of the masonry docks round our coast.

PROPOSED NEW DOCK IN ANTWERP.

At present the appliances for dealing with the grain trade, which takes the first place in Antwerp, are scattered over a number of docks, and those engaged in it are desirous of getting them concentrated round one of the existing basins in order to facilitate the operations of loading and warehousing. For a number of years plans for reserving the necessary space in the Northern Maritime installations have been under consideration, and it is now reported that the situation of the proposed dock is to be definitely settled.

According to the plans, the new basin, which will have an area of 15 hectares, will have the form of a V, one branch of which will follow the new dock canal (of which one portion is in service and a second portion in progress), while the other branch will be parallel to the Lefebvre and the America docks. This arrangement will not only add 2,300m. of quays for 375 lighters and 1,500m. of deep-water quays for seven steamers to the accommodation of the port, but will also permit the two branches to be extended as circumstances require. The scheme is estimated to involve an expenditure of nearly 3,000,000f., and to require two years for its completion. Should ultimately the two branches be lengthened as provided for in the plans, the area available for the grain trade would extend over 35½ hectares, with a total of 3,200m. of deep-water quays and 5,950m. of quayage for lighters, along which 17 steamers and 950 lighters would find accommodation; in this case the total cost would be nearly 10,000,000f.

THE REPUBLIC OF CHINA.

The ex-Empress-Dowager has decided to dismiss all eunuchs and to send them to their homes, where they will receive pensions for six years.

It is reported that the Tutu of Honam proposes and the Honam Provincial Assembly approves a provincial loan of five million dollars.

The Chinese papers state that the Szechuen budget for the first half-year of the republic totals thirteen million dollars with a surplus of half-a-million, whereas the usual remittance to the Central Government from Szechuen is twelve millions, which has not been paid this year.

The British Consul at Wuhu is taking strong action concerning seven chests of opium which were burnt at Anking a few days ago. He is insisting upon strict adherence to the Opium Agreement of 1911 and is holding the Governor responsible for the losses incurred.

According to Reuter's correspondent in Peking the Six Power group received the news of the underwriting in London of £5,000,000 of the new loan in a few hours with considerable satisfaction, as its undertakings are adequately secured now with a prospect of repayment without further risk for which it was not prepared. It appears that the total indebtedness of China to the Six Power group for advances made during 1912 is approximately eight and a half million pounds sterling; this includes the Boxer Indemnity. If China is able to obtain loans without supervision the Six Power group is assured against all risks in connection with previous loans, but it remains to be seen what will be the upshot of the release of the Six Powers from their obligations with regard to the integrity of China.

The Minister of Finance is already negotiating with another group for a further ten millions, thus proving that the London loan of ten millions is inadequate for the necessities of the Government. Presumably the reference is to the German loan, mentioned in to-day's telegrams.

General Huang Hsin recommends the immediate opening up of mines throughout China arguing that their exploitation will necessarily take some time and therefore it is essential that an early start should be made. It is believed also that General Huang Hsin will proceed abroad with a view to securing capital with which to open mines, while Chang Chien will tour China for the purpose of exploiting commerce.

Kung Shang-loting, the Director of the Bureau of Mongolian Affairs, the Princes, Khans, and Generals of Mongolia exhorting them to join the republic and adding that Mongolia has long enjoyed an excellent reputation and possesses many men of intelligence who have not listened to the rumours circulated by malefactors. Many deplore Mongolia's declaration of independence, but it is not yet too late to withdraw it. If the Chinese and Mongols fight among themselves it will be merely an invitation for the partition of the country, and therefore such behaviour is suicidal for both peoples, whose interests are identical.

Interviewed at Tientsin Dr. Sun said that as a result of his tours in North China he had every reason to believe that much public support would be obtained for his railway schemes while the officials were extremely keen to develop means of rapid communication. Dr. Sun leaves shortly for Shanghai, where he will remain for a month in order to establish offices for the Central Railway Corporation, etc. While he found that his view, that the interests of China demand the removal of the capital, did not coincide with that held by the inhabitants of Northern China, his opinion remains unaltered. He considers that the location of Peking forms a strong temptation to any Power who desires an easy conquest and, as an indemnity, a large portion of China, who, at the present time, can not offer any resistance. If the capital was centralized such an adventure on the part of any foreign Power would be unlikely to go beyond the acquisition of territory, which would be a disaster of minor importance compared to the fall of the capital.

While a train was passing over the Hsinmintun bridge near Peking last week an injury to a rail was noticed. Investigations showed that an attempt had been made to wreck the bridge and that one of its girders had been damaged. The train was halted for twenty minutes in order to enable the damage to the rail to be repaired, and then proceeded without any further interruption. It is believed that the mischief was perpetrated by Mongolian raiders with the object of preventing soldiers being sent to Mukden, but the latter had already passed.

A massacre of nearly two hundred Chinese soldiers has taken place in Tseni-fu, Kweichow province. Mei, the general, was also killed. From all accounts it was a horrible affair. A big headman (tuan) named Lu, made a colonel since the republic began, plotted against General Mei and the general planned the death of Lu. Reports state that Mei had gathered together over twenty thousand taels by "squeezing" or by robbery from the salt hongs and other people. He tied up the likin official and closed down certain salt hongs. Many murders, too, are put down to his account. His enemies were many and everybody hated and detested him. One day Mei called on Lu the Colonel to talk over affairs. About the end of the interview Mei drew his foreign sword and struck at Lu. Although Lu dodged, he received a rather deep wound, but not a serious one. Lu at once sprang upon Mei and clasped him tight in his embrace calling to his men to strike Mei's feet. Then, letting Mei fall, the soldiers of Lu quickly finished him. Mei's head was cut up into several sections. Mei's own soldiers, having had a holiday, were away on the hills. Later they returned from the hills singing patriotic songs little thinking of the terrible punishment awaiting them below. Lu's soldiers and the people waylaid Mei's men, killing 170 or 180 of them. Anyway very few escaped of the hated troops. Being on the hills for an outing, Mei's men were unarmed. Everybody says Mei is to blame for the terrible massacre. All the five cities that go to make up the Tseni-fu prefectural district have united to resist Tang Tutuh should he seek in any way to punish Lu or anyone mixed up in the affair. The boats have been withdrawn from the ferry on the Wukiang river on the main road to Chungking. A deputy was sent down by Tang to Tseni to talk matters over with the new rulers of that district. He did not enter the city and returned without accomplishing anything. The district threatens to secede and become a part of Szechuen province. Report has it, too, that away down in the south-west of the province Liping-fu is greatly disturbed, and that the Tutuh's troops have been beaten and scattered.

COMPANY REPORT.

THE DAIRY FARM CO., LTD.

The report for presentation to shareholders at the sixteenth ordinary yearly meeting states:—

The Directors herewith present to the shareholders a statement of the Company's accounts for the year ended 31st July, 1912.

The profit for the year, after writing off $10,089.43 for depreciation and bad and doubtful debts, and providing for directors' and auditor's fees, amounts to $71,066.08, from which it is proposed to pay a dividend of one dollar and twenty-five cents per share, absorbing $50,000; to transfer to cattle reserve fund $15,000; to fire and typhoon insurance fund $5,000; and to carry forward $1,066.08.

Directors.—Hon. Mr. Edward Osborne and F. Maitland, Esq., retire by rotation, but are eligible for re-election.

Mr. G. H. Medhurst resigned the Board of Directors on the return from leave of the Hon. Mr. E. Osborne.

Auditor.—The annexed accounts have been audited by Mr. A. O'D. Gourdin, who offers himself for re-election at this meeting.

FRANCIS MAITLAND, Chairman.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31ST JULY, 1912.

Dr.		
To Depreciation and Renewals		$ 6,349.71
To Land Cultivation and Improvements		1,802.75
To Loss on Subsidiary Coins		798.06
To Written off:—		
Bad and Doubtful Debts	$1,376.64	
Buildings and Property	3,304.15	
Furniture and Fittings, Machinery and Stores	4,908.64	
Steam Launch	500.00	
		10,089.43
To Balance		71,066.08
		$92,406.03

Cr.		
By Balance from last year		$ 927.71
By Interest		311.60
By Scrip Fees		32.00
By Bad Debts Recovered		31.90
By Balance of Working Account		91,102.82
		$92,406.03

BALANCE SHEET 31ST JULY, 1912.

LIABILITIES.

Capital:—		
40,000 shares at $7.50 each	$300,000	
Less $1.50 per share not called up	60,000	
		$240,000.00
Cattle Reserve		45,000.00
Fire and Typhoon Insurance Fund		18,000.00
Accounts Payable		44,188.97
Balance of Profit and Loss A/c.		71,066.08
		$418,255.05

ASSETS.

Cattle		$ 55,896.48
Buildings and Property	$162,304.15	
Less Written off 31st July, 1912	3,304.15	
		150,000.00
Furniture, Fittings, Machinery and Stores	26,908.64	
Less Written off 31st July, 1912	4,908.64	
		22,000.00
Steam Launch	3,000.00	
Less Written off 31st July, 1912	500.00	
		2,500.00
Share Investments		47,892.00
Accounts Receivable		72,302.55
Stocks on hand		58,724.02
		$418,255.05

M. MANUK, Secretary.

J. W. NOBLE } Directors.
F. MAITLAND }

I report that I have audited the above balance sheet with the books and vouchers of the Company in Hongkong, and in my opinion such balance sheet is properly drawn up so as to exhibit the true and correct view of the state of the Company's affairs on the 31st July, 1912, according to the best of my information and the explanations given, and as shown by the books of the Company. I have obtained all the information and explanations I have required.

A. O'D. GOURDIN, Auditor.

JOHNSTONE'S

M.P.



"The effects of bad Whisky" "After effects of M.P."

OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON,

WINE & SPIRIT MERCHANTS.

133

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS, CHATER ROAD.

Always have stock of

SCIENTIFIC AND SURVEYING INSTRUMENTS

Transits, Levels, Plane Tables, Prismatic and Sight Compasses, Hand Levels, &c., &c.)

also

DRAWING INSTRUMENTS AND MATERIAL

(T Squares, Set Squares, Straight Edges, Scales, Inks, &c., &c.)

AGENTS FOR—

W. F. STANLEY & Co., LTD., LONDON.

E. R. WATTS & SON, LTD., LONDON.

45

WE ELIMINATE GUESSWORK

BY USING THE LATEST AND MOST SCIENTIFIC APPLIANCES



in testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

O'CLARK & Co. SCIENTIFIC OPTICIANS YORK BLDGS. CHATER RD. HONGKONG

75

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

HONGKONG ASSOCIATION FOOTBALL LEAGUE.

NOTICE.

ENTRIES for the above League Close on 10th October, 1912. All entries must be accompanied by Entrance fee of $5, and a deposit of $3, being Referee's Fees.

Entries of Naval Teams Close on 15th October, 1912.

A. S. ELLIS.
Hon. Secretary and Treasurer.
Hongkong, 2nd October, 1912. [1161

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on WEDNESDAY, the 23rd OCTOBER, 1912, at NOON.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd October, 1912, both days inclusive.

JARDINE MATHESON & Co., LTD.,
General Agents.
Hongkong, 1st October, 1912. [1162

SITUATION WANTED.

IMPORT and EXPORT Man, German, 10 years' China experience,—English, French and German Correspondent,—wish own connections in Europe, open for an engagement as Department MANAGER or as PARTNER. Outport no objection.

Address— "FAIRPLAY,"
Poste Restante.
Hongkong, 2nd October, 1912. [1163

IN THE GOODS of CARL RATJE KOENIG, of Bisney Villa, Pokfulam, Hongkong, Broker, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 33 of the Probates Ordinance 1897 (No. 2 of 1897) appointed the Undersigned the Administrator of the Estate and effects of the above-named deceased within the Colony of Hongkong.

Creditors and Claimants are hereby required forthwith send in particulars of their Claims to the Undersigned.

[illegible] are hereby required of the Debts owing by them to the said deceased.

Dated this 1st day of October, 1912.

G. FRIESLAND,
Care of Messrs. MELCHERS & Co.,
Queen's Building,
Chater Road,
1164 Hongkong.

G. R.

HONGKONG TECHNICAL INSTITUTE

QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will RE-OPEN on MONDAY, 7th October:—

ENGINEERING SECTION:—
BUILDING, CONSTRUCTION AND DRAWING.
FIELD SURVEYING.
MACHINE DRAWING.
STEAM.
MATHEMATICS.
APPLIED MECHANICS.
PHYSICS.
SANITATION.

COMMERCE SECTION:—
ENGLISH.
FRENCH.
GERMAN.
CHINESE (Cantonese Colloquial).
SHORTHAND.
BOOK-KEEPING.

SCIENCE SECTION:—
METALLURGY.
PHYSICS.
ELECTRICITY.

TEACHERS' CLASSES:—
ENGLISH AND METHODS OF TEACHING (Men).
" " " (Women).

New Students should attend at the Institute to be enrolled on THURSDAY, 3rd October, between 5 and 7 P.M.

Copies of the prospectus and entry forms for intending students may be obtained on application to the Undersigned.

A. W. GRANT,
Director.
Hongkong, 1st October, 1912. [1165

PUBLIC AUCTION
AT MACAO.

THE Undersigned has received instructions to Sell by Public Auction,
On SUNDAY,
the 6th October, 1912 at 2 P.M. at the MACAO ELECTRIC LIGHT WORKS, Bella Vista, Macao,
THREE GAS ENGINES,
2 of 160 H.P.
1 of 65 H.P.

Further particulars apply to the Undersigned.

P. L. HINCKEE,
Auctioneer.
Macao, 1st October, 1912. [1166

NEW ADVERTISEMENTS

BIJOU SCENIC THEATRE
(FLOWER STREET.)

TO-NIGHT! AT 9.15 P.M. TO-NIGHT!

THE NEW STAR TURNS.
MISS ADA ROWLEY
in Picture Ballads and Motto Songs.
MISS GLADYS SPENCER
in Her Fetching Soubrette Turns,
ALSO
MAX LINDER.
NICK WINTER
& Co.
In an All-Comic Programme
of
NEW PICTURES

Hongkong, 2nd October, 1912 [1167

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to PORT SAID, MESSINA, NAPLES, GENOA and LEGHORN, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.)

THE Steamship

"ISCHIA,"

Captain Belsito, will be despatched as above on SATURDAY, the 12th inst., at NOON.

For further particulars regarding freight and Passage, apply to

CARLOWITZ & Co.,
Agents.
Hongkong, 2nd October, 1912. 4

PUBLIC COMPANIES

HONGKONG COTTON SPINNING, WEAVING & DYEING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Offices of the General Managers TO-DAY (WEDNESDAY), the 2nd OCTOBER, at 12 NOON, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1912.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th September to the 2nd October, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 2nd October, 1912. [1114

THE DAIRY FARM COMPANY, LTD.

THE SIXTEENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on MONDAY, the 7th OCTOBER, 1912, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1912.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 7th October, 1912, both days inclusive.

By Order,

M. MANUK,
Secretary.
Hongkong, 23rd September, 1912. [1117

CHINESE IMPERIAL GOVERNMENT
7% SILVER LOAN OF 1885, "E."

52ND HALF-YEARLY DRAWING.

INTEREST due and DRAWN BONDS of this LOAN will be Payable at the Offices of the Corporation on and after the 30th September, 1912.

List of Drawn Bonds can be obtained on application to the Undersigned.

FOR THE HONGKONG & SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
N. J. STABB,
Chief Manager.
Hongkong, 30th September, 1912. [1148

WANTED.

LADY ASSISTANT Wanted by the ROBINSON PIANO Co., LTD. Progressive Salary. Some Musical Knowledge desirable.

Apply to—
ROBINSON PIANO Co., LTD.
Hongkong, 20th September, 1912. [1106

WANTED.

BY MARRIED COUPLE (English), to SHARE FURNISHED HOUSE at THE PEAK or on the Higher Levels.

References furnished if necessary.

Apply to—
"CONFIDENTIAL,"
Care of "Daily Press" Office.
Hongkong, 10th September 1912. 1057

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School-House by the sea. Recreations:—Sea bathing, Boating, Cricket, Football, etc.

For terms apply to the Headmaster,
HERBERT L. BEER, L.C.P.
1035]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large qua

[423

INTIMATIONS



[51

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 5th OCTOBER, 1912, at 12.30 P.M., at the Offices of the HONGKONG JOCKEY CLUB, on the Ground Floor of the [illegible] Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 21st September, 1912 [1115

HONGKONG GENERAL CHAMBER OF COMMERCE.

ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of DEALERS in and Exporters of Chinese and other Produce will be held in the OLD CHAMBER OF COMMERCE ROOM, CITY HALL, on TUESDAY, 8th OCTOBER, 1912, at 4 o'clock P.M. precisely.

BUSINESS:

(1) To approve the Rules, Regulations and By-Laws of the Association as drafted by the Provisional Committee elected for that purpose at the General Meeting held on 3rd July, 1912.

(2) To elect a Committee to act until the Annual Meeting of the Association.

Draft Rules and By-Laws may be had on application to the Secretary.

Applications for Membership may be sent in before or after the Meeting.

Forms can be obtained from the Secretary.

Chinese Dealers, Exporters and Merchants interested in the Export Trade are specially invited to attend this Meeting.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 9th September, 1912. [1105

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. will be held at the Registered Office of the Company, Hotel Mansions, Victoria, Hongkong, on the Fifteenth day of OCTOBER 1912, at 12 o'clock NOON, when the subjoined Resolution will be proposed, viz.:—

That the regulations contained in the printed document submitted to the Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved, and that such regulations be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Should the Resolution be passed by the required Majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

A copy of the New Regulations may be seen at the Registered Office of the Company.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Dated the 18th day of September, 1912.
[1096

THANKS!

IF you do require a GOOD MEAL just drop into the ALEXANDRA CAFE.

You can sit down without charge (i.e. Table Money). We have the most complete arrangements for Ladies and Best Attendance on all.

There is only ONE BREAD, and that is made by the ALEXANDRA CAFE.

Hongkong, 16th September, 1912. [1089

INTIMATIONS

NOTICE.

NOTICE IS HEREBY GIVEN that MR. F. HESSE has left our Firm as from 15th June a.c. and his Power of Attorney has been WITHDRAWN.

BUME & REIF.
Hongkong, 27th September, 1912. [1141

[illegible] RUBBER [illegible],
LIMITED
(IN LIQUIDATION).

NOTICE TO SHAREHOLDERS.

A Distribution of Surplus Assets is being made and DIVIDENDS of 75 Candareens and 27 Candareens (Final) per Share have been Declared and advertised in the Shanghai Newspapers.

Holders of Share Certificates should forward same at once to the Undersigned at No. 13, Nanking Road, Shanghai, to be exchanged for Dividend Warrants.

S. A. SETH,
Liquidator.
Shanghai 21st September, 1912. [1157

G. R.

SANITARY BOARD OFFICE,
Hongkong.

TO THE
OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the EASTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or in Kowloon south of Austin Road or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the houses should be Limewashed in respect of all the Walls of each Room, all Cubicles, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls limewashed up to the level of the First Floor.

Varnished, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleansed.

The EASTERN Division of the City is bounded on the West by Gilman Street and Peel Street. Kowloon is divided into the Eastern and Western divisions by Nathan Road and a straight line drawn from the North thereof through the Yaumati service reservoir to the Northern boundary of Kowloon.

Dated this 1st day of October, 1912.

W. BOWEN-ROWLANDS,
1158] Secretary.

JUST UNPACKED!

"CLYTIE"
LATEST SHAPES.

IMPROVED SHAPE. SANITARY HAIR GOODS.

Frizettes, Waved Mohair and Crepe.
Hair Rolls, " " "
Hair Frames, New Turban. Round Sun Frame,
Watch Spring Frames.
Light Brown, Mid Brown Dark Brown and Black and Bandeau and Elegant Effective Hair Ornament.

HOUSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Corner of Zetland Street, Hongkong.
Hongkong, 13th September, 1912. [50

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:—
STERLING
£1,500,000 at 2/— = $15,000,000
SILVER $17,000,000
$32,000,000
RESERVE LIABILITY OF PROP'TORS $15,000,000

COURT OF DIRECTORS.
E. SHELLIM, Esq.—Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.
S. M. Dodwell, Esq. — F. Lieb, Esq.
Andrew Forbes, Esq. — W. L. Pattenden, Esq.
G. Friesland, Esq. — Hon. Mr. C. H. Ross.
C. S. Gubbay, Esq. — H. A. Siebs, Esq.
G. R. Laurens, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

N. J. STABB,
Chief Manager.
Hongkong, 22nd August, 1912. [10

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL£1,200,000
RESERVE FUND...£1,650,000
RESERVE LIABILITY OF PROPRIETORS...£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED " 1,125,000
PAID UP " 562,000
RESERVE FUND 365,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:
Bombay, Kandy.
Bowrah, Singapore.
Delhi, Penang.
Madras, Kota Bahru, Kelantan.
Karachi, Kuala Lumpur, F.M.S.
Rangoon, Hongkong.
Colombo, Shanghai.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., LTD.

BANKERS:
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager.
Hongkong, 7th September, 1912. [909

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161,27 (£418,513)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS
THE WILLIAMS DEACONS BANK,
SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—
12 months 4% per annum.
6 do. 3½% do.
3 do. 3% do.

E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Vœux Road Central.
Hongkong, 7th August, 1912. [22

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL.....Yen 48,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 17,500,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at

Antung-Hsien	Liao-Yang	Ryojun (Port Arthur)
Calcutta	London	San Francisco
Bombay	Lyons	Shanghai
Changchun	Nagasaki	Tiehling
Dairen (Dalny)	Newchwang	Tientsin
Fengtien (Mukden)	New York	Tokyo
Hankow	Osaka	
Honolulu	Peking	
Kobe		

INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI,
Manager.
Hongkong, 1st April, 1912. [443

ENTERTAINMENT

THEATRE ROYAL.

ONE NIGHT ONLY.

TUESDAY, 8TH OCTOBER, 1912, AT 9.15 P.M.

THE
MACWATTERS MALE QUARTETTE
OF BOSTON.

CLASSICS, GLEES, HUMORESQUES.

A HUMOROUS IMPERSONATOR.

"THEY CAN CERTAINLY SING."
—"CABLENEWS," MANILA.

Booking at MOUTRIE'S.
Hongkong, 30th September 1912. [1151

NOTICES OF FIRMS

NOTICE.

I HEREBY GIVE NOTICE that on and after the 1st October my Business as MERCHANT and COMMISSION AGENT will be carried on under the style of H. STEPHENS & Co.

There will be no change in the Management or Conduct of the Business of which, as Hitherto, I remain SOLE PROPRIETOR.

H. STEPHENS,
19, Queen's Road Central Hongkong.
Hongkong, 30th September, 1912. [1147

NOTICE.

WE HAVE This Day Established Ourselves as MERCHANTS and SHIPPING AGENTS under the style or Firm name of BOTELHO BROS.

B. J. BOTELHO,
J. H. BOTELHO.
Alexandra Buildings,
Hongkong, 1st October, 1912. [1155

NOTICE.

MR. JAMSHEDJI ARDESHIR CHINOY, of the Firm of Messrs. CHINOY & Co., having retired from Business, I, the Undersigned, will now conduct the same Business under the same name from This Date.

D. H. COOPER.
Hongkong, 1st October, 1912. [1156

BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Yen 10,000,000
Capital Subscribed (paid up) ...Yen 6,250,000
Reserve Fund Yen 2,630,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Swatow	Taihan
Anping	Kobe	Tamsui
Canton	Nagasaki	Tokyo
Foochow	Osaka	Yokohama
Kealung	Shanghai	

HONGKONG OFFICE:
3, DES VŒUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [637

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balance $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [20

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE 36, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

CAPITAL AND RESERVE ... $6,800,000
about £1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 percent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED.

MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 30th July, 1912. [844

Cutler Palmer & Co.
The Wine Merchants of the East

NAPIER JOHNSTONES'
"SQUARE BOTTLE
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.
[62

FOR SALE.

THREE Second-hand "HIRNANT" steam-driven Air Compressors, in good condition and running order. Stroke 24 inches, Diameter of Steam Cylinder 14 inches, Diameter of Compressor 16 inches. Delivery in Straits Settlements.
For full particulars communicate—
Box 189,
Care of Straits Times Press, Singapore.
[1107

SPECIAL SALE OF WORK
IN AID OF
THE ORPHANS AND THE HOME FOR THE DESTITUTE.

THE SUPERIORESS and SISTERS of the ITALIAN CONVENT have the honour to announce that their
ANNUAL SALE OF NEEDLEWORK,
comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs and a Variety of Articles suitable for presents, will be held at the Convent on the
1ST, 2ND, 3RD, 4TH AND 5TH OCTOBER NEXT,
commencing each day at 10 A.M.

A Special Feature of this year's Sale will be a Children's Stall, on which will be displayed a fine assortment of Sweets and Chocolates specially selected from the Manufacturers in Switzerland. This Stall is certain to delight the little ones. Charming little packets of Confectionery can be had for five cents each. Besides these there will also be a large range of bonbons all done up in fancy and dainty boxes of attractive design. Every one of these boxes is moderately priced.

The Superioress and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches.

ITALIAN CONVENT,
28, Caine Road,
Hongkong, 27th September, 1912. [1143

STOMALIX
Sair de Carlos. Cures Dyspepsia and 98 per cent. of Diseases of the Stomach and Intestines, painful and otherwise.
Distributing Agents:
FRANCIS NEWBERY & SONS, Ltd., London, Eng.
915

蒸水汽力通士



HOME-MADE
MINERAL WATERS
—BETTER THAN
FACTORY-MADE.

Why continue purchasing factory-made Mineral Waters? Make your own Mineral Waters at home at a cost of 90 cents A DOZEN SYPHONS. Then you KNOW the water is pure, and contains no disease germs. With the

'PRANA'

SPARKLET SYPHON

and a dozen Bulbs you can make a dozen Syphons of delicious Mineral Water, and the cost is less than if you buy factory-made Mineral Water. All Chemists and Stores sell 'PRANA' SPARKLET SYPHONS AND BULBS.
Price of
SYPHON $2 each. | BULBS 90 cts. per box.
WHOLESALE PRICE:—
SYPHON per doz.$16.00 F.O.B.
BULBS per doz. boxes$ 8.00 F.O.B.
KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
246 and 248, Des Voeux Road, Central,
HONGKONG.

總發行
香港廣生行
公司限有
[989

SAFETY OF LIFE AT SEA.

SOME FEATURES OF THE NEW RULES.

To some extent owners were prepared for the revised rules by the report of the Merchant Shipping Advisory Committee, which was published in the middle of August. But in two particulars, at least, Mr. Buxton has not followed the recommendations of that expert body. The Committee recommended that:—

The existing scale for additional boats and life-raft accommodation be varied by substituting for a percentage calculated on the tonnage scale the principle that the carrying capacity of the boats provided under the tonnage scale, and of the additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise) and of the approved life-rafts be sufficient to accommodate all persons on board.

The President of the Board of Trade now throws overboard the tonnage principle and after providing that all ocean-going vessels shall have sufficient lifeboat accommodation for all on board says that:—

The number of boats to be attached to davits is no longer to depend on tonnage, but on the length of the ship; and the davits must be placed amidships.

Further, he will not allow the "collapsible or other boats of approved description," or "approved life-rafts" mentioned by the Advisory Committee to count in the future.

Rule 4 says that:—

Lifeboats must be of a prescribed build. In the term "lifeboat" is included the "decked lifeboat" but not a collapsible boat. Existing collapsible boats are, however, allowed to count for a certain period, after which they will be replaced by lifeboats.

Around this decision to rely solely on lifeboats there is likely to be still much discussion. The argument against this plan is that the provision of many additional lifeboats might seriously affect the buoyancy of certain vessels. The rules recognize that in the case of home trade passenger vessels such provision would be impossible. Not only lifeboats, but rafts, deck seats, and buoyant apparatus, and even in rivers, canals, and small lakes life jackets, are then to be included in the life saving provision.

THE MANNING OF BOATS.

Another important feature in the new Rules is the statement that the Board of Trade instructions respecting the manning of boats are being revised "so as to secure a sufficient complement of efficient boat-hands to deal with the total number of boats which will now have to be carried, and to be manned in an emergency. The rule dealing with this point goes on:—

It is proposed that, in foreign-going passenger steamers within certain limits, the boat-hands must be efficient deck-hands, while outside those limits seamen of other ratings may be drawn upon to make up the complement, provided that they satisfy the Board of Trade of their competence as boat-hands.

This might well mean that many steamers would have to carry a great many more deck hands to provide for an emergency than would be needed ordinarily, and so involve shipping companies in serious extra expense. The solution will possibly lie in the training of firemen and stewards to act as boat-hands.

THE SURVEY OF SHIPS.

The whole question of the survey and inspection of ships now conducted by the registration societies is raised by the admission that the Board of Trade have at present varying and limited powers in respect of survey and inspection. "It may be found necessary," Mr. Buxton states, "after a careful review of the whole situation, and especially in the light of Lord Mersey's report and that of the Advisory Committee, to obtain fuller powers from Parliament to enable the Board adequately to carry out the extended duties for which they will be responsible. In any case considerable strengthening of the surveying staff will be necessary." The organization, for instance, of Lloyd's Register is vast and if the Board of Trade in future is to attempt to do the work now done by the society its development also would have to be very great.

THE CROSS-CHANNEL BOATS.

Inquiries at the London termini of several of the railway companies having cross-Channel services elicited the opinion that the new regulations are not likely to affect them to any considerable extent.

"Much will depend," said a representative of the South-Eastern and Chatham Company, "on what is comprised in the term 'buoyant apparatus.' It is physically impossible on cross-Channel boats to carry lifeboats based on the maximum number for which the vessel is certified, and that is recognized in the regulations. Six lifeboats are carried on each of our steamers, sufficient probably for about one-tenth of the maximum number of passengers for which the vessels are certified, but in addition the vessels are provided with a large number of non-sinkable deck seats and the like, which might be increased in number, and life-rafts might be added without much difficulty. We already carry a sufficient number of life-belts for all persons on board. We did away with collapsible boats a long time ago, as they were considered to be unsatisfactory."

Very similar statements were made by the representatives of other companies, and the view was generally expressed that the new regulations could for the most part be complied with without much difficulty. But a provision which may cause some trouble is that with regard to buoyant apparatus. It is feared that it will be found impracticable to supply sufficient for the total number of persons allowed to be carried by a boat's ordinary passenger certificate, but at present the leading officials have not had time to consider the matter. If when they have done so the obligations imposed are found to be impracticable, the requirements will no doubt be modified.—*The Times.*

WM. POWELL, LTD.
TELEPHONE 346.
SEASON 1912-1913.
ARRIVAL OF
NEW SEASON'S GOODS
FOR
GENTLEMEN'S WEAR
SHIRTS, SOCKS,
PYJAMAS, GOLF-HOSE.
SPECIAL AND EXCLUSIVE LINES
UNDERWEAR, Etc.
939

Experiments on Human Beings have proved the body building power of Bovril to be from 10 to 20 times the amount taken

Bovril

1056-1

HONGKONG TECHNICAL INSTITUTE

LIST OF SUCCESSES.

The following is the list of candidates successful at the Technical Institute in June last:—
* Distinction.
|| Prize.

[illegible]	Pedagogy	II		
Ablong, Rose	Pedagogy	I		
" " *	Shorthand	El.		
Ah Lop, Herbert *	Shorthand	El.		
Ah Lop, James *			Shorthand	El.
Au Iu-kau	Mathematics	II		
Blake, Wm. Francis	Electricity	I		
Brown, Alice May *	Shorthand	B		
Chan Kun-yui	English	III		
Chan Lau-tao	Mathematics	I		
Chan Sing-U	Teachers'	III		
Cheung Shiu-kam	Mathematics	I		
Cheung King-nam *	Shorthand	B		
Cheung Wing-tai	Physics	I		
Chiu Chung-cho	Teachers'	I		
Collaco, Camilla *	Shorthand	El.		
Eca, Alberto Maria	Shorthand (50)	In.		
Elias, Reuben Sassoon	French	I		
Fox, Wm. Walkinshaw	Teachers'	III		
Gittins, Charlotte *	Shorthand	B		
Goggin, Margaret E.	Pedagogy	I		
Hall, William	Field Surveying	I		
" "	Physics	I		
Heany, Lilian Eva	Pedagogy	I		
Ho Sheung *			Building Construction	I
Ho Wa-ching	Teachers'	III		
Ho Wing-kin	Mechanics	II		
Ho Ying-kwan *	Shorthand	El.		
Hopwar, Ruby, M.	Shorthand (60)	In.		
Hyndman, Henry	French	II		
Hyndman, Dolores M. *	Shorthand	El.		
Jacobs, A. G.	Shorthand	B		
Kent, Wm. Charles Henry	Electricity	I		
Khan, Hasham	English	I		
Ko Wo-tuck	Metallurgy	I		
Kung Hon	Teachers'	III		
Kwong Chin	English	II		
Lai Hinh-on *			Shorthand	El.
Lai Pui-yan	Teachers'	III		
Lai Yim-tong *			Mathematics	I
Lam Hing-sun	Mathematics	I		
Lam Kai-chung	Mathematics	I		
Lam Pak-to	Teachers'	I		
Lau Ying-lap	English	II		
Leach, Arthur *	Shorthand	El.		
Lee, Ivy *			Shorthand (60)	In.
Leong, Alfred, R. *			Mechanics	II
" "	Electricity	I		
Leung Shiu-on	Teachers'	III		
Li Kwok-ming *	Shorthand	El.		
Li Lin-cheung	Building Construction	I		
Li Lun-kwai *			Teachers'	II
Li Tat-cheung	Teachers'	III		
Li Un-man	English	I		
Lim Cheong Sang	Physics	I		
Ling Hing-kwan	Mathematics	I		
Lo Hin-shing	English	III		
Lo Yuk-lun	Teachers'	III		
Lok Sing-fai *	Shorthand	El.		
Luz, F. X. *			French	II
Mackenzie, Colin George *			C'istry Pract.	III
Main, Gracie Lilian *			Pedagogy	II
Mohamed, Fateh	Teachers'	II		
	Physics	I		
Mooney, Molly Constance	Pedagogy	II		
Netto, A. F. B. Silva- *			C'istry Pract.	II
Netto, A. F. B. Silva *			C'istry Pract.	II
Noma, Hide	Shorthand (60)	In.		
O'Sullivan, Thomas F.	Shorthand (60)	In.		
Pak Su-huen	English	III		
Pestongee, Jessie *	Shorthand	B		
Pun Sik-ling	Teachers'	I		
Railton, Norman L.H. *	English	I		
" " *	Shorthand	El.		
Railton, M. L.	English	I		
Robson, Annie D.				
Rowan, Thomas *			C'istry Pract.	I
" "	Physics	I		
Setna, Bomanjee S.	English	II		
Sinn, Mathias	C'istry Pract.	II		
Singh, Badan	Mathematics	II		
Singh, Bishon	Teachers'	III		
	Mathematics	II		
Somekh, S. David	English	III		
Tam Wing-kwong	Metallurgy	II		
Tang Kin-cheung	Mathematics	I		
	Teachers'	I		
Tang Tack-san	Teachers'	III		
Tsang Pin-shu	English	II		
Tsang Sui-ting	English	II		
Tsang Tse-chau	English	II		
Tsun Tsze-chou	C'istry Pract.	I		
U Ting-wah	Building Construction	I		
Un Chan-fai *			English	II
Un Chau-tung	Teachers'	III		
Webster, M. *	Shorthand	El.		
Wilkie, Cyril Alexander James	Mechanics	I		
Wilson, George *	Shorthand	B		
Wong Hon	Mathematics	III		
" "	Building Construction	II		
Wong King-chi	English	IIII		
Wong Kin-wo	Shorthand (60)	In.		
Wong Kwok-kun	Physics	I		
Wong Nin-cho	Teachers'	II		
Wong Siong-cie	Physics	I		
Wong Tai-cho	English	III		
" " " *			Mathematics	II
Xavier, Angelino M. *			English	I
Yamamoto, Teikichi	English	I		
Yeung Kun	Teachers'	II		
Yeung Wa	C'istry Pract.	III		
Yeung Wan-hing *	Shorthand	El.		
Yung Kai-u	English	I		



KEATINGS LOZENGES
cure the worst cough
94

APIOLINE
(CHAPOTEAUT)



LADIES' SAFE REMEDY
For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansey, Steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.
113-3

BUGLE BRAND is First Quality.



Insist on having BUGLE BRAND.

GARNER, QUELCH & Co.,
TELEPHONE 636. SOLE AGENTS. [128

QUEEN MARY and KING GEORGE
CHOCOLATES in Tins.
NEW CONSIGNMENT.
WEISMANN, LTD.
176

"SHACKELL"
"SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.
SAMPLE GRATIS
SHACKELL EDWARDS & CO., LTD.
PRINTING INK MAKERS.
ESTABLISHED 1786.
HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON E.C.



VICHY
VICHY ETAT
NATURAL MINERAL WATER
FRENCH GOVERNMENT
VICHY CELESTINS
in bottles and half bottles | For Kidney and Kindred troubles, bladder trouble. — Gout. — Gravel. — Arthritis.
VICHY GRANDE-GRILLE For Liver trouble and Biliousness.
VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME & SPRING REQUIRED
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters. In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.
634

TO LET

TO LET.

LARGE SUBSTANTIALLY-BUILT GODOWN, situated on Water Front East Point.
For further particulars apply Property Office,
JARDINE, MATHESON & Co., LTD.
Hongkong, 15th August, 1912. [995

TO LET.

SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 48 with WHARF.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 16th August, 1912. [1153

TO LET.

MODREENAGH, 21, The PEAK, for Six Months from 1st November.
Apply Property Office,
JARDINE, MATHESON & Co., LTD
Hongkong, 4th September, 1912. [1046

TO LET.

ON 2ND FLOOR, No. 2, PEDDER STREET, ONE-ROOMED OFFICE.
Apply Property Office,
JARDINE, MATHESON & Co., LTD.
Hongkong, 23rd May, 1912. [733

TO LET.

GODOWNS in No. 94A and No. 94C, Prays East, Wanchai, from 1st October next
Apply to—
KWONG SANG HONG, LTD.,
248, Des Voeux Road Central.
Hongkong, 7th September, 1912. [1061

TO LET.

OFFICES in KING'S BUILDING.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
Hongkong, 1st October, 1912. [121

TO LET

TO LET.

NO. 12, BEACONSFIELD ARCADE, First Floor.
No. 13, BEACONSFIELD ARCADE, First Floor.
"THE EYRIE," No. 13, THE PEAK, To Let, from 1st November.
68, PEAK, MOUNT KELLET, Partly Furnished, for 7 months, from 1st November. Cheap Rent.
No. 113, PEAK, KIRKENDOA, FIVE ROOMS, Furnished, immediate possession.
No. 19, SHELLEY STREET.
LARGE ROOMS, Central Position, Cheap Rent.
For Sale, "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154.
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 23rd September, 1912 [122

GRACA & CO.
PEDDER ST. (Hongkong Hotel Building), Dealers in
POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c.
Just Received a Fine Selection of
BABY DOLLS
WITH
CHINESE DRESSES.
[1152

CHEESE!
EXTRA CHOICE
CANADIAN STILTON
60 CENTS PER LB.
THE
DAIRY FARM CO., LTD.
[30

WEATHER REPORT.

On the 1st at 11.15 a.m.—Pressure continues to decrease over the northern districts. It has increased moderately over Formosa and slightly over S. China, Annam and the Philippines.

The typhoon is now situated in about latitude 25 deg. N. and longitude 131 deg. E. and is travelling E.N.E. or N.E.

Moderate N. to N.W. winds are indicated along the E. coast of China, and light or variable winds over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST.
* Hongkong & Neighbourhood	
Formosa Channel	N. winds, strong, moderating.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan ..	The same as No. 1.

* N. winds, moderate; fine.

CHINA COAST METEOROLOGICAL REGISTER.

1ST OCTOBER, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
Vl'ostock	7 a.	29.99	60	89	SSE	0	e
Nemuro	6 a.	30.12	—	—	SSE	1	—
Hakodate	„	30.05	—	—	SE	1	—
Takio	„	30.02	—	—	NW	1	—
Kochi	„	29.93	—	—	WSW	1	—
Nagasaki	„	29.89	—	—	NE	1	—
Kagoshma	„	29.84	—	—	ENE	1	—
Oshima	„	—	—	—	—	—	—
Naha	„	—	—	—	—	—	—
Ishi'jma	„	—	—	—	—	—	—
Bonin Is.	„	—	—	—	—	—	—
Chefoo	„	—	—	—	—	—	—
Weihaiwei ...	„	29.94	61	94	SSW	1	bm
Hankow	„	—	—	—	—	—	—
Kiukiang	„	—	—	—	—	—	—
Shanghai	„	29.91	65	94	N	1	o
Gutslaff	„	29.96	68	—	N	3	oy
Sharp Peak ...	7 a.	29.84	74	—	N	1	b
Amoy	6 a.	29.94	75	77	E	1	c
Swatow	„	29.88	74	72	N	1	c
Taihoku	5 a.	29.79	—	—	N	6	—
Tabohu	„	29.78	—	—	N	6	—
Tainan	„	29.77	—	—	N	8	—
Koshun	„	29.72	—	—	N	2	—
Pescadores ...	„	29.67	—	—	NE	8	—
Canton	9 a.	29.92	75	68	N	2	b
Hongkong ...	6 a.	29.87	74	55	NNE	1	b
Vict. Peak ...	7 a.	—	—	—	N	4	—
Gap Rock	6 a.	—	—	—	—	—	—
Macao	„	29.86	73	—	NNW	1	c
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	„	—	—	—	—	—	—
Tourane	„	29.86	77	—	SW	2	o
C. St. James ...	„	29.85	73	—	ENE	2	o
Aparri	„	29.78	—	—	—	0	o
Manila	„	29.84	—	—	NNE	1	o
Legaspi	„	29.89	—	—	SSW	1	—
Bacolod	9 a.	—	—	—	SW	2	o
Iloilo	„	29.89	84	—	SW	1	b
Cebu	„	29.85	89	—	W	1	b
Labuan	„	29.89	85	—	—	—	—

T. F. CLAYTON, *Director.*

Hongkong, Observatory, October 1st, 1912.

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 1st.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.78	29.87	29.82
Temperature ..	84	74	83
Humidity	52	55	39
Wind Direction ...	West	NNE	North
„ Force	2	1	1
Weather	b	b	b
Rain	—	0.00	—

Highest open air Temperature on 30th...85
Lowest open air Temperature on 30th...74

HONGKONG TIDE TABLE.

From 2nd to 8th October, 1912.

Days of Week	Days of Month	High Water. H'kong. Mean Time.	Height.	Low Water. H'kong. Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	2	2 31 a	4 4	m 7 16	2 2
				5 28 a	4 2
Thurs.	3	m 0 13	7 1	m 8 46	2 2
		No inter.	high-	nor low-	water
Fri.	4	m 1 22	7 2	m 10 30	2 1
		No infer.	high-	nor low-	water
Satur.	5	m 3 0	7 1	m 11 42	1 8
		No infer.	high-	nor low-	water
Sun.	6	m 4 40	7 2	0 36 a	1 6
		7 48 a	5 1	11 28 a	4 7
Mon.	7	m 6 3	7 3	1 20 a	1 5
		8 5 a	5 4		
Tues.	8	m 7 16	7 5	m 0 45	4 0
		8 16 a	5 7	1 57 a	1 6

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent without extra cost.

Apply—

MANAGER,
"Hongkong Daily Press" Office.
Hongkong, 13th March, 1912.

THE PANAMA CANAL.

A STUDY OF THE WORK AND ITS EFFECTS.

THE SHIFTING TRADE ROUTES.

The *Times* is publishing a series of articles on the Panama Canal. The first two will deal broadly with the history of the project and the results to be expected from its accomplishment. They will be followed by several descriptive articles from a Special Correspondent in Panama, who has just concluded a detailed inspection of the Canal zone and the progress of the work. The series will also contain an account of American coastwise shipping, and will review the question of railway competition, the engineering aspect of the Canal, the fight against tropical disease, and some considerations of special importance to British Imperial interests.

Following is the first article:—

For the history of the Panama Canal project one has to go back to the discovery of the New World, Columbus' object, as everybody knows, was to find a Western passage from Europe to Cathay. In 1513 Balboa (the real "stout Cortez" of Keats' sonnet) sighted the Pacific from the Culebra mountains, which lie right in the line of the almost completed Canal. For some years the efforts of navigators were directed to searching the coastline for an outlet into the world beyond. About [illegible] 1520 it was practically recognized that the only sea route from the Western to the Eastern shores of this hemisphere-long continent was round by the stormy southern straits discovered by Magellan in 1519-21.

EAST AND WEST.

This absolute divorce of West and East has, of course, been the greatest determinant of the political and economic history of the continent. It removed the West coast of North America far from the colonizing rivalries of the Old World. Even England, whose right to the present California and the coast-line and territories northwards was at least as good as that of the United States, made no serious effort to assert that claim, and in the settlement of the Oregon boundary dispute accepted a line as far north as the 49th parallel as the boundary between Canada and the United States. England had no mind to dispute with the United States a Far West which could only be reached either by the long sea-trail round the Horn or the almost equally formidable transit across the continent. The internal development of the United States has been no less affected by the unbroken continuity of the Western and Eastern coasts. Though the westward advance was secured to the States by this physical condition, it was obstructed by the slow development of the means of communication, whose expense was increased by the railway monopolies west of the Missouri. One economic result has been the congestion of labour in the East [illegible] comparative scarcity of labour, fluence of trade unions, in the West.

As regards South America the isolation of the West coast Republics has had the effect of checking their development. Immigration has necessarily been very restricted. The same influence has, however, kept these States, especially Chile, from any admixture of negro blood.

THE TRADE ROUTES.

The opening of the Panama Canal for traffic will result in a shifting of trade routes comparable only with the effect produced by the closing of the Eastern channels of trade by the capture of Constantinople by the Turks in 1453. That event was the impelling cause of the discovery of America. It led swiftly to the decline of the Mediteranean States and to the beginnings of the rivalry for world dominion among the Atlantic Powers. The opening of the Suez Canal in 1869 marked an important epoch in maritime and commercial history, but its effects on trade routes, communications, and economic developments will bear no comparison with those which are certain to result from the piercing of the "waist of the world" at Panama.

The opening of the Suez Canal was a competitive disadvantage to the United States. The Panama Canal will more than readjust the balance when that country acquires a mercantile marine enabling her to reap the benefit. The most obvious result of providing a waterway through Central America will be to reduce the distance between New York on the Eastern and all ports on the Western seaboard of America, north of Panama, by the pretty considerable figure of 8,415 miles. The voyage between New York and the Pacific ports of America, south of Panama, is reduced by an average of 5,000 miles. Substituting Liverpool for New York, the reductions in these two cases are 6,046 miles and 2,600. So the United States stand to gain very substantially in these respects.

ASIA AND AUSTRALIA.

How will the new Canal affect the position of Liverpool and New York with regard to the Asiatic and Australian trade? Before the Suez Canal was opened (1880) the route to Asia and Australia both from Liverpool and New York was *vid* the Cape of Good Hope. This gave Liverpool an advantage of 480 miles for Asiatic, Australian, and East African ports. But when the Suez Canal was made this advantage lengthened out at once to 1,924 miles, a net competitive gain of 1,444 miles, in respect of Asiatic ports. In the case of Australia, Liverpool obtained a net advantage of 1,142 miles, the voyage to Australia from New York being still made *vid* the Cape of Good Hope. Now, what will be the effect of the Panama Canal on this situation? So far as the Atlantic coast of South America, Africa, and Asiatic ports south of Shanghai are concerned, the relative distances of Liverpool and New York is brought at once very much nearer than Liverpool to Yokohama, Sydney, Melbourne, and New Zealand. A brief table given by Dr. Vaughan Cornish in his book, "The Panama Canal and its Makers," is well worth considering by British Imperialists.

		Nearer to New York than to Liverpool by	
Yokohama	New York *v'a* Panama San Francisco, and Great Circle... 9,835 Liverpool, *via* Suez, Aden, Colombo, Singapore, Hongkong and Shanghai 11,640	1,805 miles.	
Sydney	New York, *via* Panama and Tahiti. 9,852 Liverpool *via* Suez, Aden, Colombo, King George's Sound, Adelaide, and Melbourne...12,234	2,382 miles.	
Wellington, N.Z.	New York *via* Panama and Tahiti. 8,872 Liverpool *via* Panama and Tahiti .. 11,631	2,759 miles.	

From a British Imperial point of view this tremendous shrinkage of space between the Australasian Dominions and the great American Republic is significant and important. Eastern Canada is, of course, brought proportionately nearer the southern Dominions of the British Empire, but the cold fact remains that Australia and New Zealand, which are now more than 1,000 miles nearer Liverpool than the Eastern seaboard of the United States, will in a very short time be brought nearer to New York than to Liverpool by about 2,500 miles.

ECONOMIC EFFECTS.

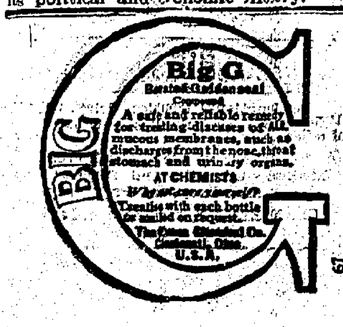
It is difficult even to imagine the commercial changes and developments which may be expected from the opening of the Panama Canal. The Canal itself, it should be remembered, is only a part of a vaster waterway scheme contemplated nearly if, perhaps, the richest economic area in the world, and this new scheme, which enjoys the vigorous support of Mr. Roosevelt, will give a great stimulus to its development. Dr. F. B. Vrooman, in his valuable monograph on ex-President Roosevelt, writes:—

The perfecting of the Panama Canal and the Lake Michigan Canal, the canalization of the Illinois River, the perfecting of the channel of the Mississippi itself, and the deepening and otherwise perfecting of the channels of its larger tributaries will furnish the backbone of the great conservation scheme. So that, as far as transportation is concerned, steamers from Honolulu and Yokohama can load their freight at Duluth and Fort William, Toronto or Buffalo, and freight may be carried direct from the wharves of Minneapolis or Chicago, Pittsburg or Omaha, to Bombay, Liverpool, or Hongkong.

To the rich cotton fields in the south of this area will come more swiftly and cheaply through the Canal the fertilizing nitrates of Chile, and Galveston will go forward even more rapidly than in the past. One of the immediate and striking effects of the Canal will be to give a tremendous advantage to the iron and steel exports of the United States to the Western American coast and the Orient, as against those of England and Germany. A great expansion of the silk industry in the United States is also certain to result from the shrinkage of space between the Republic and Japan, the main source of the raw material. These, however, are only examples of readjustment and development which may be expected over the whole field of international industry.

THE SAILING SHIP.

Of course it is not impossible to exaggerate the effects of this great event. We need not anticipate, for example, that the sailing ship, the "wind-jammer" or "limejuicer," in the maritime vernacular, which is now so important a factor in the nitrate trade of the South and the corn and lumber trade of the North Pacific, will disappear entirely from the seas. No doubt, new steam transport lines will be established between San Francisco and Europe, but the old lines, even of sailing ships, will probably subsist and still battle their way in the teeth of the "Westerlies" round Cape Stiff, also the vernacular for Cape Horn. But the changes just briefly indicated will be important enough. We shall hear a great deal in future of the "New Pacific." With the opening of the Canal that ocean will enter upon a new epoch of its political and economic history.



67

INTIMATION



Automatic Pocket Pistol "Browning," 8 shots in 2 seconds, and ammunition to fit.
MAUSER SELF-LOADING PISTOL, with HOLSTER BUTT STOCK.
10 Shots in 2 seconds, and Ammunition to fit.

Descriptive Illustrated Catalogues from

SIEMSSEN & Co., (MACHINERY DEPT.),
QUEEN'S BUILDING, PRAYA, HONGKONG.

47]

PASSENGERS.

ARRIVED.

Per *Teucer*, from Kuchinotsu, Mr. E. Horbst.

Per *Paoting*, from Shanghai, Mr. Bryant and Mr. Eric Hope.

Per *Loongsang*, from Manila, Mrs. A. G. Crawford and Mr. K. Nakamura.

DEPARTED.

Per *Manchuria*, for San Francisco, etc., Mrs. E. S. Holt, Mr. and Mrs. R. H. Hoge, Mrs. C. Bradshaw and infant, Judge and Mrs. A. Bleecker, Mr. R. A. Pugh, Mr. R. Rust, Mr. Jas. Martin, Hon. and Mrs. A. E. McCabe, Miss A. Brown, Mrs. A. L. Freer, Mr. and Mrs. E. C. Warren, Mrs. A. E. Upton, Miss J. Hoge, Miss A. Bradshaw, Mr. A. Kuhn, Mr. S. H. Cohen, Mr. C. S. Wagner, Mr. and Mrs. O. O. Laudig and infant, Mrs. A. G. Crawford, Mrs. J. G. Trent, Miss A. Voorhees, Mr. and Mrs. Wm. J. Madden, Mr. and Mrs. H. D. Dietrich, Mrs. C. B. Clarke, Mrs. W. E. Powers, Mr. T. A. Wada, Mr. and Mrs. J. S. H. Frank, Lieut. H. F. G. Carter, Capt. H. L. Holme, Mr. and Mrs. McLaughlin, Mr. and Mrs. F. E. Butcher, and Lieut.-Col. H. R. Gale.

PASSED THE CANAL.

August 23rd.—*Ce. Ferd. Laciss, Polynesien, Péona, Priam, Yangtsze, Rheus.* 20th—*Baron Napier, Bellerophon, Benavon, Brasilia, Japan, Menelaus, Middleham Castle, Miyazaki Maru, Myrmidon, St. Patrick, Sydney, Korck.* 27th—*Benclerich, Bulow, Glenesk, Glenturret, Monmouthshire, Sambia, Arcadia.* September 3rd—*Calchas, Montrose, Prinzess Alice, Yunnan.* 7th—*Nyanza, Pera, Alreal.* 10th—*Indramayu, Plantshire, Indrawadi, Koeber, Kanagawa Maru, Laertes, Perseus, Sithonia.* 13th—*Aki Maru, Bohemia, Derflinger, Indien, Lützow, Patroclus, Pembrokeshire, Wray Castle.* 17th—*Dunblane, Glentrae, Hyson, Helene Rickmers, Iyo Maru, Nippon, Muncaster Castle, Nyanza, Scandia, Tydeus, Furst Bulow, Queen Alexandra.* 20th—*Cyclops, Glenroy, Nore, Socotra, Demodocus, Kansas.* 24th—*Andalusia, Atholl, Bendoran, Benvorlich, Candia, Peleus, P. B. Friedrich, Prometheus.* 27th—*Bayern, Jason, Kleist, Konang Si, Mishima Maru, Polyphemus.*

ARRIVALS AT HOME.

September 27th—*Aki Maru, Glenroy.*

LATEST STEAMER MOVEMENTS.

The str. *Ischia* left Singapore for this port on the 30th September, and may be expected here on or about the 7th October.

The A.L. str. *Koerber* left Singapore for this port on the 29th September, and will arrive here on the 4th October.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT BOMBAY
For Demand Drafts on London on the day or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years

FROM 1874 TO 1909.

Price $2 Cash. On Sale at the *Daily Press* Office, or Local Booksellers.

NOTICES TO CONSIGNEES

RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"LITUANIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th Oct. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 6th Oct., at 9.30 A.M.

All Claims must reach us before the 11th Oct., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co.,
Agents.
RUSSIAN EAST ASIATIC CO., LTD.
Hongkong, 29th September, 1912. [1159

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CITY OF BARODA,"

Captain W. Haughton, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 2nd Oct., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Oct. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 25th September, 1912. [1134

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHINA,"

Arrived Hongkong on 25th Sept., 1912.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Morea."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 26th September, 1912. [1

FROM EUROPE.

THE H.A.L. Steamship

"ARCADIA,"

Captain Karberg, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Oct. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 2nd Oct., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Faro" from Setubal.
Ex s.s. "Jelo" from Christiania.
Ex s.s. "President Lincoln" from New York.
Ex s.s. "Frans" from Abus.
Ex s.s. "Gothenburg" from Gothenburg.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 26th September, 1912. [1138

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENTURRET,"

Captain R. Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 3rd Oct., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Oct. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 26th October, 1912. [1139

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES DISCHARGES, EITHER NEW OR OF LONG STANDING, WITHOUT INJECTIONS.
THERAPION No. 2
CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS.
THERAPION No. 3
CURES CHRONIC WEAKNESS, DRAINS, LOST VIGOUR, &c.
SOLD BY LEADING CHEMISTS EVERYWHERE IN ENGLAND, ETC.
SEND NEAREST ADDRESS HAVING NO AGENT TO THE SOLE PROPRIETORS, LE CLERC MED. CO., HAVERSTOCK RD., HAMPSTEAD, LONDON.
A CURE FOR YOU
THE MEDICINES ARE TASTELESS, INEXPENSIVE AND EASY TO TAKE.
THERAPION
SEE THAT TRADE MARKED WORD "THERAPION" IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.
INSIST ON HAVING THERAPION. 175

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on Sale daily at the following Stores:—

KOWLOON BOOK STALL, Ferry Wharf
Messrs HUNG CHEONG, Haiborg Road

SHIPPING IN PORT.

STEAMERS.

AWA MARU, Japanese str., 6,309, R. Shimidzu, 29th Sept.—Seattle 28th August, General.—Nippon Yusen Kaisha.

CHEONGSHING, British str., 1,256, Liddell, 29th Sept.—Weihaiwei 24th Sept., General.—Jardine, Matheson & Co.

CHIYO MARU, Japanese str., 7,260, W. W. Greene, 27th Sept.—San Francisco 31st August, General.—Toyo Kisen Kaisha.

CHOWTAI, German str., 1,115, Reher, 23rd September—Bangkok and Swatow 22nd September, General—Butterfield & Swire.

DEVAWONGSE, German str., 1,057, E. Gathemann, 30th Sept.—Swatow 29th Sept., Nil.—Butterfield & Swire.

ELISABETH RICKMERS, German str., 2,675, D. Dirks, 22nd Sept.—Kutchinotzu 17th Sept., Timber.—Mitsui Bussan Kaisha.

GLENFALLOCH, British str., 1,424, W. H. Gardner, 26th Sept.—Singapore 20th Sept., General.—Chinese.

HECTOR, British str., 3,008, J. Edmondson, 23rd Sept.—Singapore 16th Sept., General.—Butterfield & Swire.

HIKOSAN MARU, Japanese str., 2,302, S. Watanabe, 22nd Sept.—Miike 17th Sept., Coal.—Mitsui Bussan Kaisha.

INDRASAMHA, British str., 3,366, J. P. Jones, 28th September—Keelung 20th Sept., General.—Jardine, Matheson & Co.

KAIJO MARU, Japanese str., 1,292, Y. Yamamoto, 21st September—Swatow 20th Sept., General.—Osaka Shosen Kaisha.

KIEV, Russian str., 3,127, Stetcky, 21st Sept.—Singapore 15th Sept., General.—R. V. F.

KUMSANG, British str., 3,236, Wheeler, 27th Sept.—Singapore 21st Sept., General.—Jardine, Matheson & Co.

KWANGLEE, Chinese str., 1,468, McArthur, 27th Sept.—Shanghai 24th Sept., General.—Chinese.

KWONGSANG, British str., 1,432, J. W. Carle, 30th Sept.—Swatow 29th Sept., General.—Jardine, Matheson & Co.

LINAN, British str., 1,352, C. C. Williams, 19th Sept.—Shanghai 15th Sept., General.—Butterfield & Swire.

MOGHILEV, Russian str., 7,740, Prince Kekonodoff, 24th Sept.—Singapore 18th Sept., General.—R.V.F.

MONTEAGLE, British str., 4,163, W. Davison, 27th Sept.—Vancouver 9th Sept., Flour and General.—Canadian Pacific Railway Co.

NAMSANG, British str., 2,591, W. F. Bichard, 27th Sept.—Moji 23rd Sept., Coal and General.—Jardine, Matheson & Co.

PAKLAT, German str., 1,012, J. Wenzel, 19th Sept.—Samarang 9th Sept., Sugar.—Butterfield & Swire.

SEANGCHOON, British str., 5,775, W. F. Larkin, [illegible] Sept., Rangoon 7th Sept., General.—Chinese.

SIGNAL, German str., 607, H. E. Christiansen, 27th September.—Hoihow 26th Sept., General.—Jebsen & Co.

SOSHU MARU, Japanese str., 1,119, K. Tashiro, 28th Sept.—Swatow 27th September, General.—Osaka Shosen Kaisha.

TACOMA MARU, Japanese str., 2,830, T. Hamada, 26th Sept.—Manila 23rd Sept., General.—Osaka Shosen Kaisha.

TELEMACHUS, British str., 1,345, A. Frazer, 24th Sept.—Saigon 19th Sept., General.—Chinese.

TJIKINI, Dutch str., 2,688, J. P. Scholter, 28th Sept.—Macassar 19th Sept., General.—Java-China-Japan Lijn.

TOO SUI, Chinese str., 981, N. P. Markinsen, 29th Sept.—Haiphong 27th Sept., Timber.—Order.

UNDA, British str., 879, J. A. Campbell, 19th Sept.—Shanghai 15th Sept., Nil.—Asiatic Petroleum Co.

WONGKOI, German str., 1,115, H. Ohlmann, 21st September, General.—Butterfield & Swire.

YATSHING, British str., 1,494, R. J. Anderson, 24th Sept.—Moji 19th Sept., Coal.—Mitsui Bussan Kaisha.

YOONOW, British str., 1,300, F. Boyd, 30th Sept.—Shanghai 26th Sept., Rice.—Butterfield & Swire.

VESSELS PASSED ANJER.

September 3, British str. *Oopack*, Woodgett, August 1, from Liverpool for Batavia.

September 6, British str. *Baron Cawdor*, from Yokohama for Westward.

September 6, British str. *Islander*, Deans, September 4, from Christmas Island for Singapore.

September 8, Dutch str. *Ambon*, Brower, from Amsterdam for Batavia.

September 8, Dutch str. *Tantalus*, Bevan, September 8, from Batavia for Amsterdam.

September 8, British str. *Obra*, September 7, from Samarang for Karachi.

September 8, German str. *Quabruck*, Sparmann, September 7, from Tjilatjap for Batavia.

September 8, Dutch str. *Maraake*, Haring, from Rotterdam for Batavia.

September 9, British str. *Kintuck*, Bronwer, from Liverpool for Singapore.

September 9, British str. *Hymettus*, from Liverpool for Singapore.

September 10, British str. *Bahadur*, from Calcutta for Soerabaja.

September 11, British str. *Imani*, from Colombo for Singapore.

September 12, Dutch str. *Walcheren*, Ross, July 27, from Hamburg for Batavia.

September 12, Dutch str. *Timor*, Botje, September 12, from Batavia for Amsterdam.

September 12, Dutch str. *Ophir*, Audendijk, September 12, from Batavia for Rotterdam.

September 14, Dutch str. *Kawi*, de Boer, August 11, from Rotterdam for Batavia.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.
MANCHURIA 27,000 tons, twin screws.
KOREA 18,000 tons, twin screws.
SIBERIA 16,000 tons, twin screws.
ALSO NILE ...11,000 tons. CHINA ..10,700 tons. PERSIA... 9,000 tons.

COMFORT. SAFETY. SPEED.

FROM HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.

SOME FEATURES OF SERVICE.

Lights and Fans Individual Electric Reading Light in each berth and Electric Fan in each Stateroom under passenger's control.

Swimming Tank Is installed on deck for salt water plunge. Bathing suits on board.

Band Filipino string Band Concerts each afternoon and evening and also during Tiffin and Dinner.

Cuisine The Cuisine is under the direct supervision of one of the World's most famous caterers.

Games and Amusements Deck Games, such as Quoits, Shuffle-board and all kind of gymnastic sports, are arranged during the voyage, as well as Indoor Amusements, such as Musical Entertainments. Dances and Masquerade Balls on deck are also arranged to while away the time.

Wireless and Submarine Signal Service The most powerful Wireless Telegraph apparatus is installed on all Steamers. Submarine Signalling is also used as an additional measure of safety.

Bilge Keels Are fitted to the Ships to prevent rolling at sea, thus ensuring steadiness and constant comfort.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting		1912	
* NILE	11,000	...	"	TUESDAY,	15th Oct., at 1 P.M.
MONGOLIA	27,000	...	"	WED'DAY,	23rd Oct., at 1 P.M.
* PERSIA	9,000	...	"	TUESDAY,	12th Nov., at 1 P.M.
KOREA	18,000	...	"	TUESDAY,	19th Nov., at 1 P.M.
SIBERIA	18,000	...	"	TUESDAY,	3rd Dec., at 1 P.M.
* CHINA	10,200	...	"	TUESDAY,	10th Dec., at 1 P.M.
MANCHURIA	27,000	...	"	TUESDAY,	17th Dec., at 1 P.M.
* NILE	11,000	...	"	TUESDAY,	31st Dec., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.
KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.
FRED J. HALTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915. 32

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER, B.C.,
SEATTLE & TACOMA.
VIA
SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

STEAMERS	SAILING
"OPTERIC"	On 3rd Oct.
"LORD CURZON"	On 20th Nov.
"LORD DERBY"	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED.
TELEPHONE No. 780. KING'S BUILDING, Praya Central.

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" 3,000 tons Beginning of January.

And regularly thereafter.
For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:		FROM COLOMBO:
12th Oct.	"SALAMIS"	1st Nov.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS,
142-43-44

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON,	CANTON TO HONGKONG.
WEDNESDAY, 2ND OCTOBER, 1912.	
8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."
THURSDAY, 3RD OCTOBER, 1912.	
8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. | S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 6TH OCTOBER.
The Company's Steamship
"SUI AN"
Will depart from the WING LOK STREET, WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons,
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. 143

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KOERBER," 9,900 tons, will leave as above on 19th October at 5 P.M.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th Nov., at 5 P.M.
Cheap rates. Hongkong-Trieste, Venice, £50 1st. £36 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.
S.S. "KOERBER," 9900 tons, will leave as above on 5th October, at D'light.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th Nov., at D'light.
Cheap rates, Hongkong-Shanghai, $6 1st, $4 2nd, $2 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE,
VIA SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "CHINA," 11,80 tons, will leave as above on 31st October.
S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave as above on 3rd Dec.
TO YOKOHAMA, KOBE VIA SHANGHAI.
S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave as above on 31st October.
S.S. "PERSIA," 12,500 tons, will leave as above on 30th Nov.
Superior accommodation for Saloon Class Passengers.
ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Hongkong, 2nd October, 1912. Princes' Building. 155

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"PEKING"	6,500	About 23rd Oct.

For Freight and Further Particulars, apply to TELEPHONE No. 171.
ARTHUR NILSSON & CO.,
401 YORK BUILDINGS, TOP FLOOR.

SAN FRANCISCO SCENIC ROUTE

TOYO KISEN KAISHA

TRANS-PACIFIC
WESTERN PACIFIC
DENVER AND RIO GRANDE
TRANS-CONTINENTAL
TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU... 21,000 tons.
S.S. CHIYO MARU... 21,000 tons.
S.S. SHINYO MARU 21,000 tons.
AND
S.S. NIPPON MARU 11,000 tons. (INTERMEDIATE.)
HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.
Through Standard Sleepers,
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket Form No. 525.

O. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA.
AND KING'S BUILDING, HONGKONG.
775

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	—	JAPAN	First half of October.
TJIPANAS...	JAVA	First half of October.	SHANGHAI	First half of October.
TJIMANOEK	JAPAN	First half of October.	JAVA	First half of October.
TJILATJAP..	JAVA	First half of October.	JAPAN	Second half of October.
TJITAROEM	JAVA	Second half of October.	JAPAN	Second half of October.
TJILIWONG	JAVA	Second half of October.	JAPAN	Second half of October.
TJIBODAS...	JAVA	First half of November.	SHANGHAI	First half of November.
TJIMAHI ...	JAVA	First half of November.	SHANGHAI	First half of November.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor. Telephone No. 375.
Hongkong, 2nd October, 1912. 7

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	Miller... ...	Manila, Mangarin, Iloilo and Cebu	On 8th Oct., 4 P.M.
ZAFIRO	4000	Cross	Manila, Mangarin, Iloilo and Cebu	On 18th Oct., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 30th September, 1912. PHILIPPINES S.S. Co. 13

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN... ...	"GOEBEN," Capt. G. LINDEMANN,	17,300	Wed'day, 2nd Oct., at 10 A.M.
SHANGHAI, NAGASAIKI, KOBE and YOKOHAMA	"DERFFLINGER," Capt. F. PROESCH,	17,000	About Wed'day, 2nd Oct.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOUNE ...	"PRINZ WALDEMAR," Capt. H. BREMER,	6,000	Saturday, 5th Oct., at 10 A.M.
KOBE and YOKOHAMA...	"COBLENZ," Capt. L. KLUGKIST,	6,740	About Tuesday, 15th Oct.
KUDAT and SANDAKAN...	"BORNEO" Capt. F. SEMBILL,	5,000	Middle of Oct.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.
For Further Particulars apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.
Hongkong, 20th September, 1912. 5

PASSENGER SEASON 1913.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	
*"GOEBEN" Capt. G. LINDEMANN.	17,300 tons	ON FEBRUARY 4TH.
"BREMEN" Capt. B. WILHELMI.	21,000 "	ON FEBRUARY 19TH.
*"DERFFLINGER" Capt. F. PROESCH.	17,250 "	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW.	16,000 "	ON MARCH 19TH.
*"YORCK" Capt. H. REHM.	17,000 "	ON APRIL 1ST.
"PRINZESS ALICE" Capt. P. GROSCH.	20,300 "	ON APRIL 16TH.
"LUETZOW" Capt. J. BORTFELDT.	17,300 "	ON APRIL 29TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.
CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.
All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)
EARLY BOOKING RECOMMENDED.
For Further Particulars, apply to
MELCHERS & Co., GENERAL AGENTS.
Hongkong, 21st September, 1912 1113

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "DILWARA," 3,460 tons, Capt. W. J. Bishop, left CALCUTTA 22nd Sept., will be despatched to SHANGHAI KOBE and MOJI on 12th Oct.
S.S. "ARRATOON APCAR," 2,931 tons, Capt. R. F. Thomson, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 15th Oct.

WESTWARD.

S.S. "GREGORY APCAR," 2,961 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 12th Oct.
S.S. "THONGWA," 3,428 tons, Capt. Fyah, will be despatched as above on 16th October
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
Hongkong, 26th September, 1912. AGENTS. 1592

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:—16 DES VOEUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-IBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED
FOREIGN MONIES exchanged.
729] CHIEF OFFICE,—LUDGATE CIRCUS, LONDON, E.C.

SHIPPING

ARRIVALS.

BENARTY, British str., 2,510, Wm. Hastie, 1st October—Singapore 24th Sept., General.—Gibb, Livingston & Co.

HAICHING, British str., 1,262, W. C. Passmore, 1st October—Swatow 30th Sept., General.—Douglas, Lapraik & Co.

KOHSICHANG, German str., 1,292, Roscher, 1st October—Wakamatsu 25th Sept., Coal.—Mitsui Bussan Kaisha.

KUSICHOW, British str., 1,450, Martin, 1st October—Saigon 26th Sept., General. —Chinese.

LOONGSANG, British str., 1,093, W. G. C. Leask, 1st October—Manila 26th Sept., General.—Jardine, Matheson & Co.

MATHILDE, German str., 831, Chr. Ulderup, 1st October—Hoihow 30th Sept., Rice and General.—Jebsen & Co.

ORTERIC, British str., 4,105, Howie, 30th Sept.—Manila 28th Sept., General.—Bank Line, Ltd.

PAOTING, British str., 1,043, W. J. Burkus, 1st October—Shanghai 27th Sept., General.—Butterfield & Swire.

TEUCER, British str., 5,816, W. Yarwood, 30th Sept.—Kuchinotsu 27th Sept., General.—Butterfield & Swire.

WINGSANG, British str., 1,517, T. H. Lishman, 30th Sept.—Hongay 28th Sept., Coal.—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
October 1st.

PAOTING, British str., for Canton.
SEANGCHOON, British str., for Rangoon.
SIGNAL, German str., for Hoihow.
SOSHU MARU, Japanese str., for Swatow.

DEPARTURES.

October 1st.

ANTENOR, British str., for Singapore.
AUSTRIA, Austrian str., for Calcutta.
HAIYANG, British str., for Swatow.
HELENE, German str., for Swatow.
KWONGSANG, British str., for Canton.
MACHAON, British str., for Singapore.
MANCHURIA, American str., for S. F'cisco.
TEAN, British str., for Manila.
WAKASA MARU, Japanese str., for Bombay.
YOCHOW, British str., for Canton.

SHIPPING REPORTS.

The British str. *Haiching* reports: Fine weather with high to moderate breeze.

The British str. *Loongsang* reports: Light N.W. winds, N.E. swell and fine weather.

The British str. *Paoting* reports: Strong N.E. gale from Heisham to Ockseu; thence fine weather to port. Passed R. and B. Chcq. Buoy in Lat. 28, 35, 31N., Long 122, 2, 15E.—probably Ariadne Rock Buoy.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Nile*, with the American mail left Yokohama for this port via Shanghai on the 26th September, between 10 a.m. and noon.

The P.M. str. *Mongolia*, with the American mails, left San Francisco for this port via Honolulu, the Japan ports and Manila on the 14th September.

The T.K.K. str. *Nippon Maru* left San Francisco for Hongkong via usual ports on 21st September, and is due here on the 18th October.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on the 21st September, at 11 a.m., and may be expected here on or about the 14th October.

The E. & A. str. *Eastern* left Sydney on the 25th September, for this port (via Queensland Ports, Port Darwin, Timor and Manila).

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 26th September, a.m.

MERCHANT STEAMERS.

The I.G.M. str. *Goeben* left Shanghai via Foochow on the 24th September, at 6 a.m., and may be expected here on or about the 2nd October, at 7 p.m.

The P. & O. str. *Tyanza* left Singapore for this port on the 27th September, at 4.30 p.m., and is due here on the 3rd October, at about 5 a.m.

The I.G.M. str. *Prinz Waldemar* left Kuchinotsu on the 29th September, at 4 p.m., and may be expected here on or about the 3rd October, p.m.

The H.A.L. str. *Belgravia* left Hankow on the 30th September, a.m., and may be expected here on or about the 5th October, a.m.

The Swedish East Asiatic Co.'s str. *Peking* left Suez on the 29th September, and is expected to arrive here on or about th 23rd October.

The "Barber Line" str. *Wray Castle* sailed from New York on the 18th August for Hongkong via the Straits.

The Barber Line str. *Muncaster Castle* left New York on the 25th August for Hongkong and the Far East.

The Barber Line str. *Saint Patrick* left New York on the 26th July, for Hongkong and Far East.

The B.L. str. *Egremont Castle* sailed from New York on the 12th Sept. for Far East.

The str. *Glenstrae* passed the Suez Canal on the 17th September for Hongkong via Straits.

The T.K.K. str. *Hongkong Maru* left Salina Cruz for Manzanillo on the 25th September, and is due in Hongkong on the 19th November.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Chunsang, from Sourabaya, is due in Hongkong 2nd October.

Fooshing, from Guaymas (Mexico), is due in Hongkong 21st October.

SHIRE LINE.

Flintshire, from London, is due in Hongkong 9th October.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "kw," together with the number denoting the section.

SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP via SINGAPORE, &c.	CEYLON	Brit. str.	—	A. E. A. Baker	P. & O. S. N. Co.	About 5th inst.
LONDON, via USUAL PORTS OF CALL	CHINA	Brit. str.	—	C. H. S. Tocque, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	—		JARDINE, MATHESON & Co., LD.	About 23rd inst.
GLASGOW & HULL	GLENLOCHY	Am. str.	—	E. J. Stallard	SHEWAN, TOMES & Co.	About 15th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELGRAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 5th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	O. J. D. AHLERS	Ger. str.	k. w.	Frerichs	HAMBURG-AMERIKA LINIE	On 9th inst.
HAVRE, BREMEN & HAMBURG, &c.	C. FRED. LAEISZ	Ger. str.	k. w.	Geissel	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE, & HAMBURG, &c.	ARCADIA	Ger. str.	k. w.	Karberg	HAMBURG-AMERIKA LINIE	On 3rd Nov.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c	HITACHI MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 9th inst., at D'light.
MARSEILLES, HAMBURG & ANTWERP, &c.	SPEZIA	Ger. str.	k. w.	Henneoke	HAMBURG-AMERIKA LINIE	On 28th inst.
MARSEILLES, ROTTERDAM & HAMBURG &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 30th inst.
VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA, &c.	ORTERIC	Brit. str.	—		THE BANK LINE LTD.	To-morrow.
VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSEN KAISHA	To-morrow, at 2 P.M.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	AWA MARU	Jap. str.	—	R. Shimizu	NIPPON YUSEN KAISHA	On 8th inst., at Noon.
VICTORIA, B.C. & TACOMA, via KEELUNG, &c	PANAMA MARU	Jap. str.	—	J. Kanao	OSAKA SHOSEN KAISHA	On 15th inst., at 2 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	GOEBEN	Ger. str.	—	G. Lindemann	MELCHERS & Co.	To-day, at 10 A.M.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	KOEBERE	Aus. str.	—		SANDER, WIELER & Co.	On 19th inst., at 5 P.M.
TRIESTE, FIUME, VENICE via SINGAPORE, &c.,	CHINA	Aus. str.	—		SANDER, WIELER & Co.	About 31st inst.
BOSTON & NEW YORK via SUEZ CANAL	JESERIC	Am. str.	—	White	ARNHOLD, KARBERG & Co.	On 26th inst.
NEW YORK	PATHAN	Brit. str.	—		DODWELL & Co., LTD.	About 8th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 5th inst., at 6 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPRESS OF INDIA	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 26th inst., at 6 P.M.
SAN FRANCISCO via JAPAN, &c.	CHIYO MARU	Jap. str.	—		TOYO KAISEN KAISHA	On 8th inst., at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NILE	Am. str.	—	W. W. Greene	PACIFIC MAIL S.S. Co.	On 15th inst., at 1 P.M.
SAN FRANCISCO via KEELUNG & JAPAN, &c.	MONGOLIA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 23rd inst., at 1 P.M.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	H. Bremer	MELCHERS & Co.	On 5th inst., at 10 A.M.
AUSTRALIAN PORTS	ST. ALBANS	Brit. str.	—		GIBB, LIVINGSTON & Co.	On 12th inst., at Noon.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
CAPEPORTS via MAURITIUS	DUNEDIC	Brit. str.	—	Tulloch	THE BANK LINE LIMITED	Beginning of January.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	BUYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 4th inst., at Noon.
YOKOHAMA, KOBE & MOJI	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
YOKOHAMA & KOBE	FULTALA	Brit. str.	—	Tullent	JARDINE, MATHESON & Co., LD.	On 10th inst., at Noon.
YOKOHAMA & KOBE via SHANGHAI	E. F. FERDINAND	Aus. str.	—		SANDER, WIELER & Co.	About 31st inst.
KOBE & YOKOHAMA	IYO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 9th inst., at 11 A.M.
KOBE & YOKOHAMA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	About 15th inst.
KOBE & MOJI	ARRATOON APCAR	Brit. str.	—	R. F. Thomson	DAVID SASSOON & Co., LD.	On 19th inst.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
JAPAN	TJIKINI	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
TIENTSIN via TSINGTAU, WEIHAIWEI & CHEFOO	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., LD.	On 4th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DERFFLINGER	Ger. str.	—	F. Prosch	MELCHERS & Co.	About 2nd inst.
SHANGHAI	CHENAN	Brit. str.	1 m.	L. Jones	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI & KOBE	HIROSHIMA MARU	Jap. str.	—	Hirase	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI, KOBE & YOKOHAMA	NYANZA	Brit. str.	—	H. N. Rivers, R.N.R.	P. & O. S. N. Co.	On 4th inst., at D'light.
SHANGHAI via SWATOW	KWONGBANG	Brit. str.	—	W. F. Richard	JARDINE MATHESON & Co., LD.	On 4th inst., at Noon.
SHANGHAI	KOEBERE	Aus. str.	—		SANDER, WIELER & Co.	On 5th inst., at D'light.
SHANGHAI	LINAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 5th inst., at M'night.
SHANGHAI, KOBE & YOKOHAMA	WINGSANG	Brit. str.	—	T. H. Lishman	JARDINE, MATHESON & Co., LD.	On 6th inst., at Daylight.
SHANGHAI, MOJI & KOBE	MAGELLAN	Fren.str.	—		MESSAGERIES MARITIMES	On 7th inst., at 6 P.M.
SHANGHAI	KAWACHI MARU	Jap. str.	—	Christiansen	NIPPON YUSEN KAISHA	On 9th inst.
SHANGHAI, KOBE & YOKOHAMA	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 10th inst.
SHANGHAI, KOBE & YOKOHAMA	FLINTSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	About 11th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SCANDIA	Ger. str.	h. w.	Knaisel	HAMBURG-AMERIKA LINIE	On 13th inst.
SHANGHAI	PEKING	Swed. str.	—		ARTHUR NILSSON & Co.	On 23rd inst.
FOOCHOW via SWATOW & AMOY	TJIPANAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
ANPING & TAKAO via SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 9th inst., at Noon.
TAMSUI via SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Sukawa	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
AMOY, CHEFOO & NEWCHWANG	DAIGI MARU	Jap. str.	—	Y. Somekawa	OSAKA SHOSEN KAISHA	On 6th inst., at Noon.
SWATOW	PAOTING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 5th inst., at 4 P.M.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	To-morrow, at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 4th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAPRAIK & Co.	On 8th inst., at 11 A.M.
MANILA	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 11th inst., at 11 A.M.
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	—	Leask	JARDINE, MATHESON & Co., LD.	On 5th inst., at 2 P.M.
MANILA, MANGARIN, ILOILO & CEBU	KAIFONG	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
MANILA	RUBI	Am. str.	—	Miller	SHEWAN TOMES & Co.	On 8th inst., at 4 P.M.
MANILA, MANGAREN, ILOILO & CEBU	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 12th inst., at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	ZAFIRO	Am. str.	—	Cross	SHEWAN, TOMES & Co.	On 18th inst., at 4 P.M.
BOMBAY via SINGAPORE & PENANG	TJIMANOEK	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY via SINGAPORE & COLOMBO	ISCHIA	Ital. str.	—	Belaito	CARLOWITZ & Co.	On 12th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KAMAKURA MARU	Jap. str.	—	T. Hori	NIPPON YUSEN KAISHA	On 14th inst.
SINGAPORE, PENANG & CALCUTTA	YATSHING	Brit. str.	—	R. Y. Anderson	JARDINE, MATHESON & Co., LD.	To-day, at Noon.
SINGAPORE, PENANG, RANGOON & CALCUTTA	NAMSANG	Brit. str.	—	G. M. B. Lake	JARDINE, MATHESON & Co., LD.	On 4th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	COLOMBO MARU	Jap. str.	—	Kamoshita	NIPPON YUSEN KAISHA	On 5th inst.
SINGAPORE, PENANG & RANGOON	GREGORY APCAR	Brit. str.	—	J. E. Drake	DAVID SASSOON & Co., LTD.	On 12th inst.
KUDAT & SANDAKAN	OKARA	Brit. str.	—	A. J. Evans	JARDINE, MATHESON & Co., LD.	On 14th inst., at Noon.
HAIPHONG	BORNEO	Ger. str.	—	F Sembill	MELCHERS & Co.	Middle of Oct.
KWANG CHOW WANG & HAIPHONG	SUNGKIANG	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 5th inst., at 10 A.M.
	SI-KIANG	Fren. str.	—	E. de Catalano	MESSAGERIES MARITIMES	On 9th inst., at 9 A.M.

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
SHANGHAI, KOBE & YOKOHAMA	"FLINTSHIRE"	About 11th Oct.
LONDON, ROTTERDAM & ANTWERP	*"DEN OF GLAMIS"	About 23rd Oct.
SHANGHAI, KOBE & YOKOHAMA	"DENBIGHSHIRE"	About 27th Oct.
LONDON & ANTWERP	"FLINTSHIRE"	About 14th Nov.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

*Does not carry passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 2nd October, 1912. [59

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA," 4,154 tons, Captain Tullent, will be despatched for YOKOHAMA and KOBE on 10th Oct., at Noon, to be followed on 20th Oct., by S.S. "ITOLA," Capt. Tucker, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "OKARA," 5,291 tons, Captain A. J. Evans, will leave HONGKONG for SINGAPORE, PENANG and RANGOON on 14th Oct., at Noon, followed by the S.S. "FULTALA," 4,154 tons, Captain H. W. Tallent, on the 30th Oct., at Noon, taking Cargo at Current Rates.

The "FULTALA" has excellent saloon accommodation for passengers and is fitted with all modern conveniences.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215.
Hongkong, 1st October, 1912. [2

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	
SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Wed'day,	2nd Oct., Noon.
* YOKOHAMA, KOBE & MOJI	"KUMSANG"	Thursday,	3rd Oct., Noon.
* TIENTSIN via TSINGTAU, WEI-HAIWEI & CHEFOO	"CHEONGSHING"	Friday,	4th Oct., Noon.
*SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday,	4th Oct., Noon.
† SHANGHAI via SWATOW	"KWONGSANG"	Friday,	4th Oct., Noon.
* MANILA	"LOONGSANG"	Saturday,	5th Oct., 2 P.M.
† SHANGHAI	"WINGSANG"	Sunday,	6th Oct., D'light.
* MANILA	"YUENSANG"	Saturday,	12th Oct., 2 P.M.

RETURN TOURS TO JAPAN,

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze, Ports, Chefoo, Tientsin, Daluy, Weihaiwei, Tsingtau and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 2nd October, 1912. [15

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER
AND
THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER. From Hongkong.	1912	FOR LIVERPOOL. From Quebec.	1912
"MONTEAGLE"	SAT., 5th Oct.	"EMPRESS OF IRELAND"	FRI., 1st Nov.
"EMPRESS OF INDIA"	SAT., 26th Oct.	"ALLAN LINE"	FRI., 22nd Nov.
"EMPRESS OF JAPAN"	SAT., 16th Nov.	"EMPRESS OF BRITAIN"	FRI., 13th Dec.
"MONTEAGLE"	SAT., 14th Dec.	"EMPRESS OF BRITAIN"	FRI., 10th Jan.

Steamships leave HONGKONG at 6 P.M.

THE direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express Train and at QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
Intermediate Steamship } " £43 " " £45.
" "Montcagle" }

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China.
Corner Pedder Street and Prava opposite Blake Pier.

6

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

THE WELDING AND CUTTING OF METALS
By the OXY-ACETYLENE SYSTEM

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Hydraulic and Pneumatic Tools installed throughout the Works.

TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LIMITED.
TAIKOO DOCKYARD, HONGKONG.

GRAVING DOCK
787' x 88' x 34' 6"
Pumps empty Dock in 2¾ hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE on QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS, ETC.
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office.
MANAGERS AND AGENTS,

TELEGRAPHIC ADDRESS: "TAIKOODOCK."

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"MAGELLAN,"

will be despatched for the above Ports on or about MONDAY, the 7th Oct., at 6 P.M.

For Freight or Passage, apply to
P. THOMAS,
Agent.

Hongkong, 25th September, 1912. [2

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "PATHAN" ... On or about 8th Oct.

For Freight and further information, apply to
DODWELL & Co., LTD.,
Agents.

Hongkong, 4th September, 1912. [1009

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"CHINA,"

Captain C. H. S. Tocque, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 12th October, 1912, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MACEDONIA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "CHINA," due in London on the 23rd November, 1912.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 30th September, 1912. [1

GLEN LINE (McGREGOR, GOW & Co LIMITED.

THE Steamship

"GLENLOCHY,"

Captain E. J. Stallard, will be despatched for GLASGOW AND HULL on or about 15th October, 1912.

This Steamer has excellent accommodation amidships for a limited number of passengers Electric light and fans.

SALOON FARE,
HONGKONG TO LONDON: £35.
For freight and passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 13th September, 1912. [1083

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"JESERIC,"

Captain White, will be despatched as above on SATURDAY, the 26th October.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
General Agents.

Hongkong, 19th September, 1912. [1100

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

THE HONGKONG "DAILY PRESS" PRINTING WORKS

turn the Best Printing at Reasonable Price

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, KOBE AND YOKOHAMA	NYANZA Capt. H. N. Rivers, R.N.R.	D'light, 4th Oct.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CEYLON Capt. A. E. A. Baker	About 5th Oct.	Freight only.
SHANGHAI	DELTA Capt. E. P. Martin, R.N.R. ...	About 10th Oct.	Freight and Passage,
LONDON VIA USUAL PORTS OF CALL	*CHINA* Capt. C. H. S. Tocque, R.N.R.	Noon, 12th Oct.	*See Special Advertisement.*

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 2nd October, 1912. 1

CHINA NAVIGATION CO., LD.
SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 3rd Oct., 4 P.M.
HAIPHONG	"SUNGKIANG"	On 5th Oct., 10 A.M.
AMOY, CHEFOO & NEWCHWANG	"PAOTING"	On 5th Oct., 4 P.M.
SHANGHAI	"LINAN"	On 5th Oct., M'night.
MANILA, CEBU and ILOILO	"KAIFONG"	On 8th Oct., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

NEW SERVICE.—SHANGHAI TO ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—
Hongkong, 2nd October, 1912.

BUTTERFIELD & SWIRE,
TELEPHONE 36. AGENTS. [8

HAMBURG-AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SCANDIA 13th Oct.
S.S. BAYERN... 17th Oct.
S.S. LIBERIA 7th Nov
S.S. ALESIA 19th Nov.

HOMEWARD.

FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. BELGRAVIA 5th Oct.
FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. O. J. D. AHLERS 9th Oct.
FOR HAVRE, BREMEN & HAMBURG:
S.S. C. FERD LAEISZ... 23rd Oct.
FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. SPEZIA 28th Oct.
FOR MARSEILLES, ROTTERDAM & HAMBURG:
S.S. SACHSEN 30th Oct.
FOR HAVRE, & HAMBURG:
S.S. ARCADIA 3rd Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd October, 1912. [10

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	18th Oct.	On 12th Oct., Noon.
EASTERN		On 9th Nov., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
56 AGENTS.

DOUGLAS STEAMSHIP CO., LD.
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days),

STEAMSHIP	CAPTAIN	LEAVING	
"HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY,	4th Oct., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY,	8th Oct., at 11 A.M.
"HAIYANG" ...	Capt. A. E. Hodgins ...	FRIDAY,	11th Oct., at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans ...	THURSDAY,	3rd Oct., at 2 P.M.
		SUNDAY,	6th Oct., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 2nd October, 1912. [7

TOYO KISEN KAISHA.
IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.
SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU,

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU,"

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU ...	W. W. Greene	...TUESDAY, 8th Oct., NOON.
NIPPON MARU	A. G. Stevens ...	TUESDAY, 29th Oct., at Noon.
TENYO MARU	E. Bent	TUESDAY, 5th Nov., at Noon.
SHINYO MARU	H. S. Smith ...	TUESDAY, 26th Nov., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU, on TUESDAY, the 8th October, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU... ...	10,500 ...	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU ...	11,000 ...	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500 ...	SATURDAY, 1st Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
247] King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS
MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS TELEGRAPHY.

TONKIN

FAST LINE.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano,

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 9th Oct., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.
2

OSAKA SHOSEN KAISHA.
REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).
TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

	Steamers		Captains		Leaves	
*‡	"TACOMA MARU"	...	T. Hamada	... THURSDAY,	3rd Oct.,	at 2 P.M.
†‡	"PANAMA MARU"	...	J. Kanno	... TUESDAY,	15th Oct.,	at 2 P.M.
*	"SEATTLE MARU"	...	T. Saito	... THURSDAY,	31st Oct.,	at 2 P.M.
†	"MEXICO MARU"	...	N. Kobayashi	... TUESDAY,	12th Nov.,	at 2 P.M.
*	"CHICAGO MARU"	...	J. Goto	... THURSDAY,	28th Nov.,	at 2 P.M.
†‡	"CANADA MARU"	...	K. Hori	... TUESDAY,	10th Dec.,	at 2 P.M.

* Calling at NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.
† Calling at SHANGHAI, MOJI, " " " "
‡ Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAIJO MARU" ...	Y. Yamamoto ...	WED'DAY, 9th Oct., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIGI MARU" ...	Y. Somekawa ...	SUNDAY, 6th Oct., at Noon.
"DAIJIN MARU" ...	T. Fuchigami ...	SUNDAY, 13th Oct., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU" ...	K. Sukawa ...	WED'DAY, 2nd Oct., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU" ...	K. Sukawa ...	WED'DAY 11th Oct.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

S. HIROI,
778-7 MANAGER,
Second Floor, No. 1, Queen's Building.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	HITACHI MARU Capt. T. Yamawaki	13,000	WED'DAY, 9th Oct., at Daylight.
	MIYASAKI MARU Capt. T. Murai,	16,000	WED'DAY, 23rd Oct., at Daylight.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	§ AWA MARU Capt. R. Shimizu	12,500	TUESDAY, 8th Oct., at Noon.
	§ SADO MARU Capt. Asakawa,	12,500	TUESDAY, 22nd Oct., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. Sekino,	7,000	FRIDAY, 25th Oct., at Noon.
	NIKKO MARU Capt. M. Yagi,	9,600	FRIDAY, 22nd Nov., at Noon.
CALCUTTA VIA SINGAPORE PENANG & RANGOON ...	COLOMBO MARU Capt. Kamoshita,	5,000	SATURDAY, 5th Oct.
BOMBAY VIA SINGAPORE, and COLOMBO...	‡ KAMAKURA MARU Capt. T. Hori,	12,500	MONDAY, 14th Oct.
KOBE and YOKOHAMA	IYO MARU Capt. R. Takeda,	12,500	WED'DAY, 9th Oct., at 11 A.M.
SHANGHAI, MOJI and KOBE	‡ KAWACHI MARU Capt. A. Christiansen,	12,500	WED'DAY, 9th Oct.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi,	9,600	WED'DAY, 23rd Oct., at Noon.
SHANGHAI and KOBE	‡ HIROSHIMA MARU Capt. Hirase,	4,000	THURSDAY, 3rd Oct.

§ Fitted with New System of Wireless Telegraphy. ‡ Cargo only

REDUCED RATES OF PASSAGE.

HONGKONG to PACIFIC COAST points... ...	1st Class	£25
	2nd Class	£17
" " LONDON via NEW YORK ...	1st Class	£55
	2nd Class	£40
" " " via MONTREAL ...	1st Class	£54
	2nd Class	£37
Round-the-World, 1st Class throughout, via NEW YORK ...		£102
" " " via MONTREAL ...		£100

N.B.—While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.
TELEPHONE NOS. 292 and 1241.
[12—13—56

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1913.

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG		Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	Noon, SATURDAY		Steamer	Tons	SATURDAY	FRIDAY
INDIA	8000	January	18	MOOLTAN ..	10000	Feb. 15	Feb. 21
ASSAYE	7500	Feburary	1	MALOJA	12500	Mar. 1	Mar. 7
HIMALAYA...	7000	February	15	MOREA	11000	Mar. 15	Mar. 21
DEVANHA ...	8000	March	1	MARMORA ...	10500	Mar. 29	April 4
DELTA	8000	March	15	MEDINA	12500	April 12	April 18
INDIA	8000	March	29	Through Steamer		April 26	May 2
ASSAYE ...	7500	April	12	MONGOLIA ...	10000	May 10	May 16
DEVANHA ...	8000	April	26	MACEDONIA	10500	May 24	May 30
CHINA	8000	May	10	MALWA	11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE. £105.14 RETURN.
2nd " £48.8 " £ 72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Tons	Leave HONGKONG		Due MARSEILLES		Due LONDON
NOVARA	7000	January	22	February	23	March 5
SUNDA	5700	February	5	March	9	March 19
SARDINIA	7000	February	19	March	23	April 2
SOMALI	7000	March	5	April	6	April 16
NAMUR	7000	March	19	April	20	April 30
NANKIN	7000	April	2	May	4	May 14
NYANZA	7000	April	16	May	18	May 28
NORE	7000	April	30	June	3	June 13
NILE	7000	May	14	June	17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £55.0 SINGLE. £82.10 RETURN.
2nd " £38.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,
781 ACTING SUPERINTENDENT.

HUGO C. A. FROMM, HONGKONG.



Ask for:

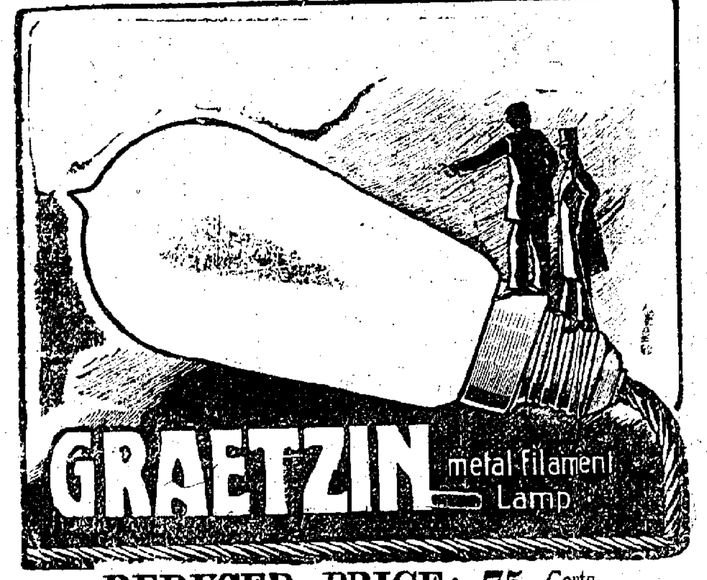
LEONHARDI'S

Writing and Copying Ink $1.50 per jug.
Liquid Gum 0.75 per bottle.
Carbon Paper IA quality 3.50 per 100 sheets.
Typewriter Ribbons ... $18 per doz.

REBATES for RETAILERS!

Obtainable from:
THE SINCERE Co., LTD.,
DES VOEUX ROAD CENTRAL.
WING HING,
PRINTER AND STATIONER, 30, WELLINGTON ST.

Hongkong, 30th September, 1912. [48-13



REDUCED PRICE: 75 Cents.

Hongkong, 30th September, 1912. [48-19

WHY WORK ONE HOUR

if the same work can be done

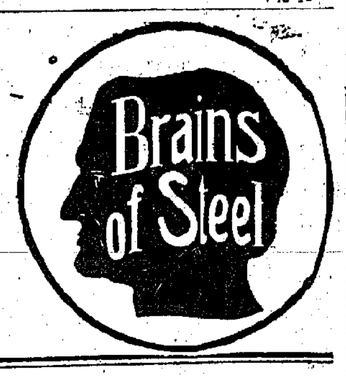
IN A QUARTER OF AN HOUR!

BUY A

"BRUNSVIGA"

CALCULATING MACHINE

and you will save time and headache



Hongkong, 30th September, 1912. [48-14

POST OFFICE NOTICE

The Public are requested to have their correspondence addressed to their house numbers and not their house names, as such names are often confusing to Chinese Postmen.

SIBERIAN ROUTE—Superscription unnecessary for Europe.

Letters and Post Cards for Europe will in future be despatched by the route of Siberia unless marked by the senders for transmission by another route. Printed matter and samples will continue to be sent by the Suez Canal route.

The *Derflinger*, with the German Mail, left Singapore on Friday, the 27th ult., at 6 p.m., and may be expected here to-day.

The *Goeben* is due to arrive here to-day, at 7 p.m., with the remaining portion of the Siberian Mail from London of Saturday, the 7th ult., and the mail of Wednesday, the 11th ult.

FOR	PER	DATE
Swatow, Amoy, and Formosa via Anping ...	*Soshu Maru* ...	Wednesday, 2nd, 9.00 A M
Straits, and India via Calcutta	*Yatshing*	Wednesday, 2nd, 11.00 A M
Benthuy	*Too Sui*	Wednesday 2nd, 11.00 A M
Japan via Nagasaki	*Benarty*	Wednesday, 2nd, 1.30 P M
Macao	*Sui Tai*	Wednesday, 2nd, 1.15 P M
SHANGHAI, NORTH CHINA and JAPAN via NAGASAKI (EUROPE VIA SIBERIA) ...	*Derflinger*... ...	Wednesday, 2nd, 4.00 P M
Hoihow, Haiphong, Pakhoi and Saigon ...	*Mathilde*	Thursday, 3rd, 8.00 A M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via NAPLES ...	*Goeben* ...	Thursday, 3rd, Printed Matter and Samples 8.30 A M; Registration ... 9.00 A M; Registration, Kowloon B.O.... ... 8.00 A M; Letters... .. 9.00 A M
Japan via Yokohama	*Kumsang*... ...	Thursday, 3rd, 11.00 A M
Japan via Nagasaki, Victoria and Tacoma ...	*Tacoma Maru* ..	Thursday, 3rd, NOON
Kuchinotzu, Japan via Kobe, Victoria, Vancouver, Seattle and Tacoma	*Orteric*	Thursday, 3rd, NOON
Swatow	*Haimun*	Thursday, 3rd, 1.00 P M
Macao	*Sui Tai*	Thursday, 3rd, 1.15 P M
Shanghai and North China	*Chenan*	Thursday, 3rd, 3.00 P M
Shanghai, North China and Japan via Kobe (EUROPE VIA SIBERIA) ...	*Nyanza*	Thursday, 3rd, 5.00 P M
Swatow, Amoy and Foochow	*Haiching*	Friday, 4th, 10.00 A M
Japan via Moji, Honolulu and South America	*Buyo Maru* ...	Friday, 4th, 11.00 A M
Taingtau, Weihaiwei, Chefoo and Tientsin ...	*Cheongshing* ...	Friday, 4th, 11.00 A M
Straits and India via Calcutta	*Namsang*	Friday, 4th, 11.00 A M
Swatow	*Kwongsang* ..	Friday, 4th, 11.00 A M
Macao	*Sui Tai*	Friday, 4th, 1.15 P M
Shanghai and North China	*Koerber*	Friday, 4th, 5.00 P M
Haiphong, Pakhoi and Saigon	*Sunghziang* ...	Saturday, 5th, 9.00 A M
Philippine Islands, Angaur, Yap, Fredrich Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Australia, Tasmania, and New Zealand via Brisbane	*Prinz Waldemar*...	Saturday, 5th, 9.00 A M
Samarang and Sourabaya	*Binh Thuan* ..	Saturday, 5th, 11.00 A M
Philippine Islands	*Loongsang*... ..	Saturday, 5th, 1.00 P M
Macao	*Sui Tai*	Saturday, 5th, 1.15 P M
Amoy, Chefoo and Newchwang	*Paoting*	Saturday, 5th, 3.00 P M
Shanghai and North China	*Wingsang* ...	Saturday, 5th, 5.00 P M
Shanghai and North China	*Liman*	Saturday, 5th, Printed Matter, and Samples 4.00 P M; Registration ... 3.15 P M (Registration fee of 10 cents up to 4.00 P M)
SHANGHAI, NORTH CHINA, JAPAN via MOJI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA) ...	*Monteagle* ...	Registration Kowloon B.O. at ... 3.00 P M; Letters... ... 5.00 P
Swatow...	*Haimun*	Sunday, 6th, 9.00 A M
Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle (EUROPE via SIBERIA)	*Awa Maru* ...	Tuesday, 8th, 10.00 A M

COMMERCIAL.

CLOSING QUOTATIONS.
October 1st.

ON LONDON:—	
Telegraphic Transfer	2 -3/32
Bank Bills, on demand	2 -1/16
Bank Bills, at 30 days' sight	2 -5/32
Bank Bills, at 4 months' sight	2 1/16
Credits, at 4 months' sight	2 1/16
Documentary Bills 4 months' sight	2/1 7/16
ON PARIS:—	
Bank Bills, on demand	261½
Credits, at 4 months' sight	266
ON GERMANY:—	
On demand	212
ON NEW YORK:—	
Bank Bills, on demand	50½
Credits, at 60 days' sight	51⅛
ON BOMBAY:—	
Telegraphic Transfer	154
Bank, on demand	154½
ON CALCUTTA:—	
Telegraphic Transfer	154
Bank, on demand	154⅛
ON SHANGHAI:—	
Bank, at sight	72
Private, 30 days' sight	72⅝
ON YOKOHAMA:—On demand	101
ON MANILA:—On demand—Pesos	101½
ON SINGAPORE:—On demand	88⅜
ON BATAVIA:—On demand	124
ON HAIPHONG:—On demand	½ % p.m.
ON SAIGON:—On demand	½ "
ON BANGKOK:—On demand	72½
SOVEREIGNS, Bank's Buying Rate	$9.65
GOLD LEAF, 100 fine, per tael	$50.50
BAR SILVER, per oz.	29-7/16

SUBSIDIARY COINS.

		per cent.
Chinese	20 cents pieces	$4.98 discount
Chinese	10 "	$5 83 "
Hongkong	20 "	$4 80 "
Hongkong	10 "	$5 80 "

MAILS VIA SIBERIA.

London Date	Due Shanghai
September 11th.	September 28th.
September 15th.	September 30th.

THE CIGARETTES OF DISTINCTION.



Egyptian Cigarette Stakes

4·20 BOUTON ROUGE 1
2·80 FELUCCA - - 2
2·50 NILOMETER - 3

ALSO STARTED 12 OTHERS

(Figures preceding names indicate price per 100.)

The Racing Man's SPECIAL
Made in Egypt by Maspero Frères, Cairo
London Office 86, STRAND.

BOUTON ROUGE
FELUCCA AND
NILOMETER
Egyptian Cigarettes

From all High-class Tobacconists and Leading Hotels throughout the World.
BRITISH AMERICAN TOBACCO CO., LTD.
SOLE AGENTS, HONG KONG.

LADIES' "SPECIALS" Mouthpiece Cigarette. [29

OBTAINABLE EVERYWHERE $2.20 per 100.

SHARE LIST.—QUOTATIONS.

HONGKONG, 1ST OCTOBER, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	CLOSING QUOTATIONS CASH.
BANKS,—				
Hongkong & Shanghai Bank Corporation	120,000	$125	all	$817, sellers / L'don £d3
China Borneo Company, Limited	60,000	$12	all	$9.15, buyers
China Light and Power Company, Limited.	50,000	$5	all	$2.20, sal. & sel.
	50,000	$1	all	
China Provident, Loan & Mortgage Co., Ltd..	200,000	$10	all	$8⅜, sellers
COTTON MILLS,—				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 105
Hongkong Cotton Spinning Co., Ltd ...	125,000	$10	all	$4¼
Dairy Farm Company, Limited	40,000	$7½		$22½
DOCKS AND WHARVES,—				
H'kong & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$66, sales
Hongkong and Whampoa Dock Co., Ld.	50,000	$50	all	$45, buyers
New Amoy Dock Co., Limited ...	10,000	$6¼	all	$6½
Shanghai Dock and Engineering Co., Ld	55,700	Tls. 100	all	Tls. 48½
Shanghai and Hongkew Wharf Co., Ld..	36,000	Tls. 100	all	Tls. 97
Green Island Cement Co., Limited	400,000	$10	all	$4. sellers
Hongkong Electric Co., Limited	60,000	$10	all	$23¾ buyers
Hongkong Hotel Company, Limited...	12,000	$50	all	$114
	8,000	$25		$73½ buyers
Manila Metropole Hotel Limited	15,000	Ps. 10	all	P8½
Hongkong Ice Company, Limited	50,00	$25	all	$200
Hongkong Rope Manufacturing Co., Limited	60,000	$10	all	$19, buyers
H'kong & South China Steam Fisheries Co., Ld.	15,000	$10	$7	$3, sellers
INSURANCES,—				
Canton Insurance Office Co., Limited ..	10,000	$250	$50	$250, sellers
China Fire Insurance Co., Limited ...	20,000	$100	$20	$135
China Traders Insurance Co., Limited...	24,000	$33.33	$25	$100
Hongkong Fire Insurance Co., Limited	8,000	$250	$50	$365, buyers
North-China Insurance Co., Limited ...	10,000	£15	£5	Tls. 140
Union Insurance Society, Limited ...	12,400	$250	$10	$810
Yangtsze Insurance Association, Limited	12,000	$100	$50	$180, @ Ex 75
LANDS AND BUILDINGS,—				
Hongkong Land Invest. Agency Co., Ld.	50,000	$100	all	$102½, buyers
Humphreys' Estate and Finance Co., Ld.	150,000	$10	all	$7⅞, sales
Kowloon Land and Building Co., Ld. ...	6,000	$50	$3.	$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited ...	12,500	$50	all	$55, buyers
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	25,000	Gds. 10	all	Tls. 60
MINING,—				
Chinese Engineering and M. Co., Ld. ...	1,000,000	£1	all	33/-, buyers
Tronch Mines, Limited	160,000	£1	all	74/-, buyers
Heawood Tin and Rubber Estate, Ld. ...	715,280	2/-	all	4/-
Raub Australian Gold Mining Co., Ld...	200,000	£...	all	$3½, sales
Peak Tramways Co., Limited... ...	25,000	$10	all	$114
	50,000	$4	$1	$1
Philippine Co., Limited	75,000	$...	all	$5
REFINERIES,—				
China Sugar Refining Co., Limited ...	20,000	$100	all	$114/-, sellers
Luzon Sugar Refining Co., Limited ...	7,000	$10	all	$33, buyers
STEAMSHIP COMPANIES,—				
China and Manila Steamship Co., Ld. ...	30,000	$25	all	$8.65
Douglas Steamship Co., Limited ...	20,000	$50	all	$25, sellers
Hongkong, Canton & Macao S.B. Co., Ld.	80,000	$1.	all	$27½, buyers
Indo-China Steam Navigation Co., Ld	60,000 pref. / 60,000 def.	£...	all	$64, L'don buy. £7 2. 6.
Shell Transport & Trading Co., Limited.	2,000,000	£1	all	111/-, buyers
Star Ferry Company, Limited	2,000	$10	all	$46
South China Morning Post, Limited ...	9,000	$25	all	22
Steam Laundry Company, Limited... ...	20,000	$5	all	5
STORES AND DISPENSARIES,—				
Campbell, Moore & Co., Limited ...	1,200	$10	all	$25
Wm. Powell, Limited	15,000	$7	all	$7½
Watkins, Limited	10,000	$10	all	$4. sellers
A. S. Watson & Co., Limited	90,000	$10	all	$5⅛ buyers
Weissmann, Limited	3,000	$10	all	$17, buyers
Gande Price & Co., Ltd.	50,000	$10	all	10
Societe des Pulpes et Papeteries du Tonkin	13,200	$50	all	$33, sellers
Hongkong Steel Foundry Co., Ld.	15,000	$10	all	$10
United Asbestos Oriental Agency, Limited	9,900 ordy. / 100 defd.	$10	all / all	$9½, sellers / $10.
Union Waterboat Co., Limited	50,000	$10	all	$10½

RUBBER,— *Daily Wire*

Para Rubber in London 4/6½ per lb., quiet

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 76,...	Tls. 250	7½ p. annum	par.

VERNON & SYMTH, *Share Brokers*

TO-DAY

Noon—Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd., Meeting of Shareholders

5.30 P.M.—Hongkong Football Club Meeting at Gibb, Livingston & Co.'s Offices.

FORTHCOMING EVENTS.

Saturday, 5th Oct.:—
12.30 P.M.—Hongkong Jockey Club Half-Yearly Meeting.

Monday, 7th Oct.:—
12.30 P.M.—Dairy Farm Co., Ltd., Meeting of Shareholders.

Tuesday, 8th Oct.:—
4 P.M.—Hongkong General Chamber of Commerce Meeting of Dealers at City Hall.

9.15 P.M.—MacWatters Male Quartette at Theatre Royal.

Tuesday, 15th Oct.:—
Noon—Hongkong, Canton and Macao Steamboat Co., Ltd., Extraordinary Meeting.

Wednesday, 6th Nov.:—
2.15 P.M.—Meeting of the Licensing Board Council Chamber.

Wednesday, 23rd Oct.:—
Noon—Canton Insurance Office, Ltd., Meeting of shareholders.

OPIUM.

September 17th

Quotations are:—

Malwa New	$3 000-3,050	per picul.
Malwa Old	$3 075/3,100	"
Malwa Older...	$3. 25/3,150	"
Malwa V. Old	$3.200/3,250	"
Persian fine quality ...	$1,200	"
Persian extra fine... ...	$1,400	"
Patna New	$3,700	per chest.
Patna Old	$3,500	"
Benares New...	$3,750	"
Benares Old	$3,600	"

TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—



"We beg to inform you ROYAL WARRANT awarded our Company for Milk."

MILKMAID { CONDENSED MILK. / STERILIZED NATURAL MILK. / EVAPORATED CREAM.

ON SALE AT ALL STORES.

34

THE MOST
POPULAR BRAND
OF
HOME BOTTLED GUINNESS STOUT
ON THE MARKET.

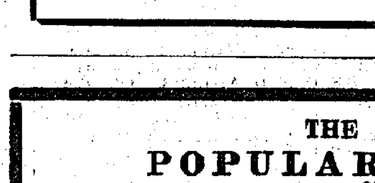
T. G. HALL & Co.

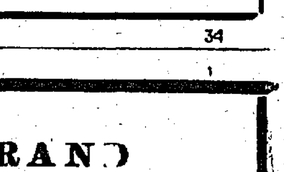
TRADE MARK
"THE BOAR'S HEAD" BRAND
OF
ALE & STOUT.

This famous brand of Stout is recognised by all Connoisseurs as a Standard of Quality and Purity.

SOLE AGENTS—
GANDE, PRICE & CO., LTD.,
WINE MERCHANTS,
12, QUEEN'S ROAD CENTRAL, HONGKONG.
46 Telephone No. 135.

IMPORTANT TO ENGINEERS.
ANTI-FRICTION METAL
"MARINE BEARING"
FOR LINING BEARINGS
AND
FRICTIONAL PARTS OF MACHINERY.
Is the best in the Market.





ATLAS METAL & ALLOYS CO., LTD.
50, QUEEN VICTORIA STREET, LONDON, E.C.
Large and Old Established Manufacturers of
ANTI-FRICTION METAL.

SOLE AGENTS—
WILLIAM C. JACK & CO., LTD.,
14, DES VŒUX ROAD CENTRAL, HONGKONG. [37
Telephone: 385 and 38x. Telegrams: "MARINEWORK."

Printed and Published by BERTRAM A. HALE for the Concerned at 19A, Des Vœux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street E.C.,